



DEPARTMENT OF THE NAVY  
COMMANDER MILITARY SEALIFT COMMAND  
471 EAST C STREET  
NORFOLK VA 23511-2419

5720  
N00L/856  
16 Aug 21

Mr. Jason Paladino (jpaladino@pogo.org)  
Project on Government Oversight  
1100 G St NW, Suite 500  
Washington, DC 20005

Dear Mr. Paladino:

SUBJECT: FOIA REQUEST (DON-NAVY-2020-007474)

This responds to your Freedom of Information Act (FOIA) request of May 4, 2020, assigned tracking number DON-NAVY-2020-007474, requesting the following:

[Original Request of May 4, 2020]

“1. Emails within MSC regarding Commander Wettlaufer's gangway up liberty restriction order on March 21, 2020. Please conduct a search for these emails from March 1 - May 1.

2. Emails mentioning press coverage of MSC in regards to the order. Please conduct a search for mentions of ‘NPR’, ‘Project on Government Oversight’, ‘The Daily Beast’, and ‘USNI News’.”

[Modified Request of May 29, 2020]

“Please search the following official's emails for the terms mentioned in my original FOIA request.

1. Admiral Michael Wettlaufer
2. Rear Adm. Robert T. Clark
3. Steven C. Cade
4. Capt. Hans E. Lynch
5. CMDCM Rick Dyksterhouse

To clarify on the gangway up order, please include the following search terms:

1. ‘Gangway up’

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2. 'liberty restriction'
3. 'restriction of movement or ROM'"

We are providing the enclosed responsive documents, redacted pursuant to the following FOIA provisions:

(1) 5 U.S.C. § 552(b)(5), which permits the government to withhold certain inter- or intra-agency documents, or portions thereof, which are pre-decisional and deliberative, or are protected by an attorney-client privilege or attorney work-product privilege; and

(2) 5 U.S.C. § 552(b)(6), which permits the government to withhold certain identifying information regarding persons other than the requester which would constitute a clearly unwarranted invasion of personal privacy.

Additionally, one responsive email attachment has been withheld pursuant to 5 U.S.C. § 552(b)(5), as a pre-decisional and deliberative intra-agency record.

In accordance with Navy policy, all fees have been waived.

I am the official responsible for the partial denial of your request. I may be contacted at the above address.

You have the right to an appeal. Any appeal must be received within 90 calendar days from the date of this letter. Your appeal must include an explanation why you believe it should be granted. For ease of processing, you are encouraged to include a copy of your initial request and a copy of this denial letter.

There are two ways to file an appeal—through FOIAonline or by mail.

1. Through FOIAonline. You must set up an account in FOIAonline before you make the request that you would like to appeal. To set up an account, go to FOIAonline (this is a website that will appear as the top hit if you search the internet for "FOIAonline"), click "Create Account" (a link located within the blue banner at the top in the upper right corner), enter your data into the field that subsequently appears, and click "Save" (at the bottom left of the screen). With your account thereby created, you will have the power to file an appeal in FOIAonline to any request you file in FOIAonline thereafter. To do so, locate your request (enter a keyword or the request tracking number in the "Search for" field on the "Search" tab), click on it, then the "Create Appeal" tab in the left-hand

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column. Complete the subsequent field, click "Save," and FOIAonline will submit your appeal.

2. By mail. Address your appeal in an envelope marked "Freedom of Information Act Appeal" to:

Office of the General Counsel  
Department of the Navy General Counsel  
1000 Navy Pentagon, Room 5A532  
Washington, DC 20350-1000

Please also send a copy of your appeal letter to Military Sealift Command, ATTN: FOIA, 471 East C Street, SP-30, Norfolk, VA 23511.

If you have any questions, please contact the Military Sealift Command FOIA Coordinator, Terri Blair, by email at [terri.blair@navy.mil](mailto:terri.blair@navy.mil) or by telephone at (757) 443-2359. You also may contact the Department of the Navy FOIA Public Liaison, Christopher Julka, by email at [christopher.a.julka@navy.mil](mailto:christopher.a.julka@navy.mil) or by telephone at (703) 697-0031. In addition, the Office of Government Information Services (OGIS) provides a voluntary mediation process for resolving disputes between persons making FOIA requests and the Department of the Navy. For more information, go to <https://www.archives.gov/contact>.

Sincerely,



M. K. DeMANE  
Initial Denial Authority

Enclosure: Responsive documents

**From:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** [Cade, Steven C SES USN \(USA\)](#)  
**Subject:** COS EOD Summary 27 Apr 2020  
**Date:** Monday, April 27, 2020 3:56:31 PM

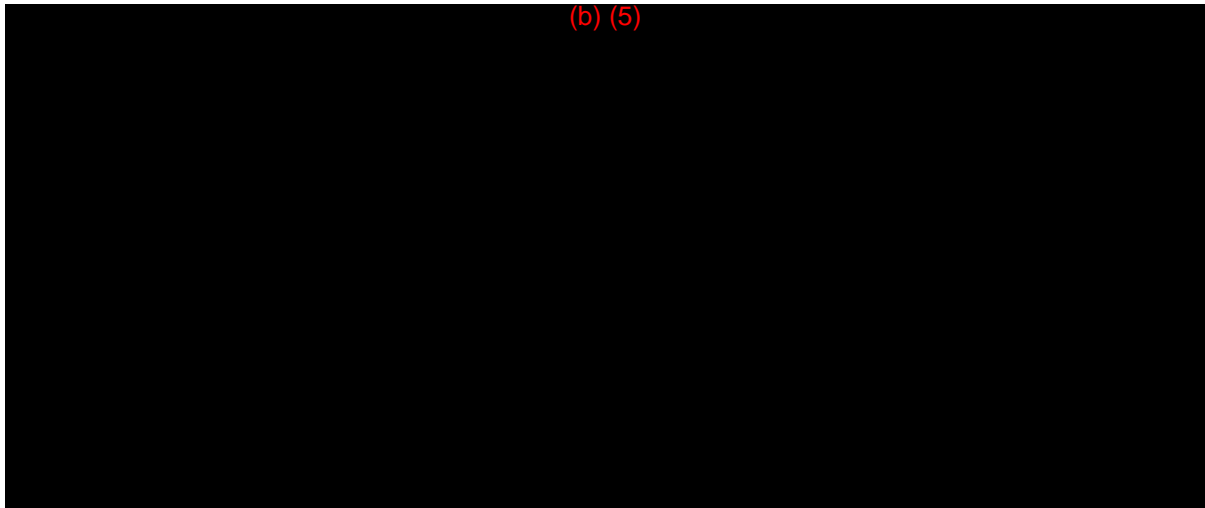
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**Admiral,**

**Sir, here is my EOD Summary for today.**

**Challenges/Questions/Reminders**

(b) (5)

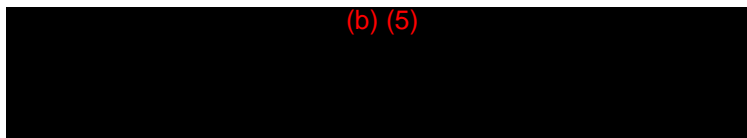


**What's complete?**

**Extension of the current distributed work structure to 08 May.**

**What's pending?**

(b) (5)



V/R,

Hans

Hans E. Lynch  
CAPT USN  
Military Sealift Command  
Chief of Staff

(b) (6) (office)

(b) (6) (cell)

**From:** (b)(6)  
**To:** [Wetlauffer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Subject:** (b)(5)  
**Date:** Tuesday, April 14, 2020 10:54:07 PM

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Sir,

(b) (5)



Very Respectfully,

(b)(6)



Sent with BlackBerry Work  
([www.blackberry.com](http://www.blackberry.com))

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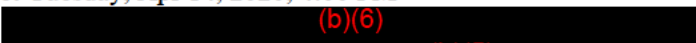
**From:** Wetlauffer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

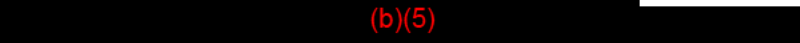


**Date:** Tuesday, Apr 14, 2020, 4:00 PM

**To:** (b)(6)



**Subject:** (b)(5)



(b) (5), (b) (6)



VR

Wett

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**From:** (b)(6)  
**Sent:** Tuesday, April 14, 2020 3:44 PM  
**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)  
(b)(6)  
**Cc:** (b)(6); Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b)(6)  
(b)(6)  
(b)(6)  
(b)(6) Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** (b)(5)

Sir,

Thank you. (b)(5), (b)(6)

Very respectfully,

(b)(6)  
CAPT, USN  
Commodore, MSCLANT/CTF-83/CTF-42  
Office: (b)(6)  
Cell: (b)(6)  
(b)(6)

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**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)  
(b)(6)  
**Sent:** Tuesday, April 14, 2020 3:38 PM  
**To:** (b)(6)  
**Cc:** (b)(6); Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b)(6)  
(b)(6)  
(b)(6)  
(b)(6) Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** (b)(5)

(b)(5), (b)(6)

VR

Wett

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**From:** (b)(6)

**Sent:** Tuesday, April 14, 2020 3:26 PM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Cc:** (b) (6); Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b) (6); (b) (6)

**Subject:** (b)(5)

Sir,

(b) (5)



(b) (5)

Very respectfully,

(b) (6)

CAPT, USN

Commodore, MSCLANT/CTF-83/CTF-42

Office: (b)(6)

Cell: (b)(6)

(b)(6)



**From:** (b)(6)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Subject:** (b)(5)  
**Date:** Wednesday, April 15, 2020 10:55:59 AM

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Sir,

Good morning,

(b) (5), (b) (6)

Thank you.

Very respectfully,

(b) (6)  
CAPT, USN  
Commodore, MSCLANT/CTF-83/CTF-42  
Office: (b)(6)  
Cell: (b)(6)  
(b)(6)

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**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Wednesday, April 15, 2020 7:28 AM

**To:** (b)(6)

**Subject:** (b)(5)

(b) (5),

(b) (6)

VR

Wett

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**From:** (b)(6)

**Sent:** Tuesday, April 14, 2020 10:54 PM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Subject:** (b)(5)

Sir,

(b) (5)

Very Respectfully,

(b)(6)

Sent with BlackBerry Work  
(www.blackberry.com)

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**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Date:** Tuesday, Apr 14, 2020, 4:00 PM

**To:** (b)(6)

**Subject:** (b)(5)

(b) (5), (b) (6)

VR  
Wett

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**From:** (b)(6)  
**Sent:** Tuesday, April 14, 2020 3:44 PM  
**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)  
(b)(6)  
**Cc:** (b)(6); Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b)(6)  
(b)(6)  
(b)(6)  
(b)(6); Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** (b)(5)

Sir,

(b)(5), (b)(6)

Very respectfully,

(b)(6)  
CAPT, USN  
Commodore, MSCLANT/CTF-83/CTF-42  
Office: (b)(6)  
Cell: (b)(6)  
(b)(6)

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**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)  
(b)(6)  
**Sent:** Tuesday, April 14, 2020 3:38 PM  
**To:** (b)(6)  
**Cc:** (b)(6); Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b)(6)  
(b)(6)  
(b)(6)  
(b)(6); Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** (b)(5)

(b)(5), (b)(6)

VR  
Wett

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**From:** (b)(6)  
**Sent:** Tuesday, April 14, 2020 3:26 PM  
**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)  
(b)(6)  
**Cc:** (b) (6); Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b) (6)  
(b)(6)  
(b)(6)  
**Subject:** (b)(5)

Sir,

(b) (5)



-----  
(b) (5)

Very respectfully,

(b) (6)

CAPT, USN

Commodore, MSCLANT/CTF-83/CTF-42

Office: (b)(6)

Cell: (b)(6)

(b)(6)

**From:** [Van Leunen, Thomas P CIV USN COMSC NORFOLK VA \(USA\)](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** [Clark, Robert T RDML USN \(USA\)](#); [Cade, Steven C SES USN \(USA\)](#); [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#); (b)(6)  
(b)(6) (b)(6)  
(b)(6) [DeMare, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); (b)(6)  
(b)(6)  
**Subject:** Follow on Requests re: Gangway Up (CNN & USNI)  
**Date:** Thursday, April 30, 2020 11:38:20 AM

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Sir,

FYSA, I just got off the phone with Barb Starr (CNN Pentagon). They may do a short reader throughout the day on their coverage of the corona virus and the military reaction to it. Will probably be part of a bigger piece on CFT departure, Javits closure and other DOD actions.

Megan Eckstein would like to do a follow on to her piece that ran today to focus more on the Gangway Up initiative. I will talk to her later this morning.

VR Tom

Tom Van Leunen  
Military Sealift Command  
Director, Congressional & Public Affairs

(b)(6) (W)  
(b)(6) (C)

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#)  
**Cc:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); (b)(6)  
**Subject:** FW: APACHE MASTER REPORTS CIVMAR OFFSHIP INTERVIEW WITH WAVY TV 10 REPORTER  
**Date:** Tuesday, April 21, 2020 10:55:00 AM

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(b)(5)

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**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Tuesday, April 21, 2020 10:02 AM

**To:** (b)(6) DeMane, Mary Kathleen (Kate) SES  
USN COMSC NORFOLK VA (USA) (b)(6) (b)(6)

(b)(6); Van Leunen, Thomas P CIV USN COMSC NORFOLK VA  
(USA) (b)(6)

**Cc:** Cade, Steven C SES USN (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA)

(b)(6)

**Subject:** RE: APACHE MASTER REPORTS CIVMAR OFFSHIP INTERVIEW WITH WAVY TV 10 REPORTER

(b)(5)

VR

Wett

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**From:** (b)(6)

**Sent:** Tuesday, April 21, 2020 10:00 AM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Cc:** Cade, Steven C SES USN (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA)

(b)(6)

**Subject:** APACHE MASTER REPORTS CIVMAR OFFSHIP INTERVIEW WITH WAVY TV 10 REPORTER

Sir,

Who: USNS APACHE

What: MSCLANT notified by APACHE that a crewmember reported giving an interview to WAVY TV 10 regarding leave/liberty restrictions (gangway up order)

Where: Norfolk, Virginia

When: On or about 20 April

Why: Notification. CIVMAR is still onboard APACHE. Member has been onboard APACHE for 18 months and is scheduled to be paid off next week. MSCLANT PAO in contact with MSC HQ public affair. N1 team also notified.

\*\*\*\*\*

(b) (5), (b) (6)

Very respectfully,

(b) (6)

CAPT, USN

Commodore, MSCLANT/CTF-83/CTF-42

Office: (b)(6)

Cell (b)(6)

(b)(6)



**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** FW: COMFORT ROS ROM Recommendation  
**Date:** Tuesday, April 28, 2020 11:32:52 AM

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Good morning,

Please see below as discussed.

Thanks.

Very respectfully,

(b)(6)  
CAPT, USN  
Commodore, MSCLANT/CTF-83/CTF-42  
Office: (b)(6)  
Cell: (b)(6)  
(b)(6)

-----Original Message-----

From: (b)(6)  
Sent: Monday, April 27, 2020 4:25 PM  
To: (b)(6) (b)(6) (b)(6)  
(b)(6) (b)(6)  
Cc: Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)  
Subject: RE: COMFORT ROS ROM Recommendation

Good evening esteem Captains,

CDRE thanks again for your feedback, thoughts and recommendations. (b)(5)

(b)(5)

(b)(5)

(b) (5), (b) (6)

I really do appreciate your feedback and insight. I can set up a TELECOM tomorrow for all parties to discuss as necessary but believe we need to come prepare to discuss the options/questions described above.

Thank you.

Very respectfully,

(b) (6)  
CAPT, USN  
Commodore, MSCLANT/CTF-83/CTF-42  
Office: (b)(6)  
Cell (b)(6)  
(b)(6)

-----Original Message-----

From: (b)(6)  
Sent: Monday, April 27, 2020 11:23 AM  
To: (b)(6)  
Cc: Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6) ; (b)(6)  
(b)(6) (b)(6)

(b)(6) (b)(6)  
(b)(6) (b)(6)  
(b)(6)

Subject: COMFORT ROS ROM Recommendation

CDRE,

As we discussed on the phone. (b) (5)

[Redacted]

(b) (5), (b) (6)

[Redacted]

V/R

(b)(6)

(b) (6)

CAPT USN

Commander, Amphibious Squadron SIX

Embarked USNS Comfort

Pers Cell: (b)(6)

(b)(6)  
(b)(6)

**From:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#) on behalf of (b)(6)  
**To:** (b)(6)  
(b)(6)  
[Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); (b)(6)  
**Subject:** FW: COMFORT RTHP ROS ROM Planning Efforts  
**Attachments:** [FW COMFORT ROS ROM Recommendation.msg](#)

---

-----Original Appointment-----

**From:** (b)(6)  
**Sent:** Tuesday, April 28, 2020 12:09 PM  
**To:** (b)(6); [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); (b)(6)  
**Subject:** COMFORT RTHP ROS ROM Planning Efforts  
**When:** Tuesday, April 28, 2020 3:00 PM-3:30 PM (UTC-05:00) Eastern Time (US & Canada).  
**Where:** TCON: (b)(6)

(b)(6)

Good afternoon. (b)(6) supports your request for a TCON today to discuss (b)(5)

VR

(b)(6)

(b)(6)

Military Sealift Command

N02H Force Medical Deputy/T-AH MTF PM

Work: (b)(6)

Cell: (b)(6)

NIPR: (b)(6)

SIPR: (b)(6)

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** (b)(6)  
**Subject:** FW: CORRECTED: MSC News Clips April 30, 2020  
**Date:** Thursday, April 30, 2020 11:34:00 AM

[illegible]

(b) (6)

; Lynch, Hans E CAPT USN DCNO N9 (USA)

(b) (6)

(b) (6)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]; Van

Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) [REDACTED] (b) (6)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** CORRECTED: MSC News Clips April 30, 2020

Good Morning Admiral,

Today's news of interest:

- 1.) Military Sealift Command is keeping supplies moving uninterrupted throughout the globally operating Navy fleet and has done so with zero COVID-19 infections among its civilian mariners due to early and aggressive actions, the commander of MSC told USNI News.
- 2.) The Defense Department's rate of new COVID-19 cases has slowed to its lowest pace since the beginning of the month, as diagnoses in non-service members began to diminish, reports Military Times.
- 3.) Rim of the Pacific, the world's largest international naval exercise, will go ahead in waters off Hawaii this summer, but participating forces will stay at sea during the drills due to concerns about the coronavirus, the Navy announced Wednesday, reports Stars and Stripes.
- 4.) The Navy's new acting secretary has decided to move forward with several of his predecessor's biggest initiatives aimed at transforming the fleet, including a deep-dive study on the future of aircraft carriers and a wide-ranging cost-saving effort, writes Breaking Defense.

5.) The guided-missile cruiser USS Bunker Hill steamed near the disputed Spratly Islands on Wednesday, marking the second time the U.S. has sent a warship on a freedom-of-navigation operation in the South China Sea this week, reports Stars and Stripes.

6.) USNI reports the Navy is doubling-down on science and technology spending, using the funds it's receiving from the CARES Act stimulus passed by Congress during the COVID-19 pandemic.

7.) A seven-year-old Hampton, Virginia girl is using her own money to make "essential" packs for crew members aboard USNS Laramie, reports WTKR-3.

8.) The Navy has ordered members of its Military Sealift Command — a group of civilian mariners who supply military vessels around the world — to stay on their ships in an effort to prevent outbreaks of the coronavirus, writes NPR.

V/R

(b)(6)

Public Affairs Specialist  
Military Sealift Command

(b)(6)

\*\*\*\*\*

1.) Early 'Aggressive' Military Sealift Command COVID Mitigation Result in Zero Infections  
By Megan Eckstein, USNI, April 29, 2020

The Military Sealift Command is keeping supplies moving uninterrupted throughout the globally operating Navy fleet and has done so with zero COVID-19 infections among its civilian mariners due to early and aggressive actions, the commander of MSC told USNI News.

Through "bubble-to-bubble" transfer of personnel to ensure everyone stepping foot on a ship is virus-free, to using cleaners and UV light to disinfect goods before bringing them to warships, Rear Adm. Michael Wettlaufer said the organization is doing everything it can to keep its own Combat Logistics Force (CLF) ships safe and effective and to ensure they aren't a vector of transmission of the disease to deployed warships.

Whether it's fresh foods, spare parts or even toilet paper, "that stuff comes aboard and is either cleaned right away for onward movement in the ship for storage, or it's left in a position where it can get lots of sunlight and outside air. We know that time, of course, as well as sunlight, UV light, and then cleaning will really drive the possibility of the virus surviving down very very low," Wettlaufer said.



“And we also limit the number of people that are involved in that touching of the cargo when it gets on the deck. So where possible, we just have people with [personal protective equipment] on, and as limited a number of people that will go and clean the stores as they come aboard, and then those stores get moved on further in the ship via forklifts and elevators and conveyors inside the ship. And then they go into storage areas inside the ship, where further time has its great effect on whatever the potential COVID, coronavirus, would be on these things. So we’ve got these layers. And on the other end, coming off the ship, we don’t really touch the other ships, there aren’t any people going from the CLF ship to the receiving ship. But of course they are touching the things that are going over, so we continue to use PPE, gloves ... during the transfer from ship to ship to minimize that contact.”

When the MSC ships pull into port to pick up new supplies or fuel, few or no civilian mariners ever leave the ship. Port workers on the pier can load up goods onto conveyor belts to the ship or handle refueling lines, meaning the MSC crew can stay safely aboard the ship while retrieving the “beans, bullets and gas” they’ll deliver to the fleet.

Wettlaufer said MSC is already working with engineers at Naval Sea Systems Command to look at wrapping materials that could be used to keep pallets or other items clean as they move through the logistics chain to a pier and ultimately onto MSC ships and then warships. The admiral said that if something could be wrapped while it was still known to be clean, then with handlers still using gloves and other PPE along the way and finally the wrapping thrown away as waste material, the likelihood of transmission to a warship would be almost zero. That effort is being worked with MSC and NAVSEA today.

Next in line is a UV light system that could go on conveyor belts and clean items as they come onto the CLF ships at the pier.

“One of the things that would be really great for us is, stuff comes up the conveyor belt and it gets radiated, which then further drives down the potential – and we continue to use the handling protocols we have in place – to even further decrease the potential” of transmission of the virus.

Other longer-term ideas being kicked around are a UV robot of sorts that would clean storerooms after they’ve been emptied and before they’ve been replenished with new goods from a new port, and handheld UV wands.

“One of the things we have to worry about too is, is there any challenge to the human involved? So a lot of work going on in this area with NAVSEA, as well as with the chemicals that you may use on things. We don’t want to use chemicals on the ship that could damage equipment in any way, so we’re really diligent about the kinds of things we use to clean. We

don't want to use things to clean around any kind of fresh food and vegetables that could get on the fresh food and vegetables, so that's one of the other important things about the wrapping systems that we put around those, the plastics," Wettlaufer said, noting that MSC began its precautions very early and intended to continue to hone its approach indefinitely, to ensure it was using all the best approaches to keeping its ships and the Navy ships they supply clean.

The admiral said there hadn't been any orders from higher up, but rather that MSC took it upon itself early this year to begin crafting a pandemic response. MSC is now in its fourth iteration of its procedures, Wettlaufer said, and "we are well down the path of honing or really putting a fine point on a lot of the things we've done. So the guidance we're following is really the things we're learning about the virus, and we went as aggressively as we possibly could go very early to drive down the risk, and we're finding out now that the things we were doing are certainly being proven by science, if you will, or proven by experimentation, and more importantly we are doing very well in that we haven't had any kind of a transmission in this process that we know about. The evidence is we have been doing all the right things."

Much like other deploying ships, new sailors moving to and from boot camp and mission-essential personnel on travel, MSC is using "bubble to bubble" transfers for its civilian mariners: they first go into a 14-day quarantine in a hotel room to make sure they don't show any symptoms; they then move into potentially another isolation period on a clean ship in port to await their movement, and then they either go to their deploying ship or are put onto another military ship or aircraft to be transported to another operating theater to get to their assigned ship. All the while, they are not interacting with anyone outside the clean bubble, thereby drastically reducing the likelihood that anyone with the virus is ending up on a deployed ship.

Of course no methods are perfect – even with restrictions in place, destroyer USS Kidd (DDG-100) found itself with a COVID-19 outbreak that began about 30 days after its last port call, with the Navy saying it may never know how the virus got onboard the ship.

Still, Wettlaufer said MSC's actions collectively "prevent the possibility (of an outbreak) to the nth degree."

The admiral assured that, despite broken supply chains at home, with grocery stores struggling to keep certain household goods and foods in stock, that the supply chain for Navy ships was not seeing those disruptions.

"The things that are ordered, we're able to deliver those things. So if a ship orders spaghetti, we're getting spaghetti," he said. And importantly for morale, "those care packages are still getting there. There's no disruption in that. It may take a little longer at times than somebody

might expect if they were living in the States, but the care packages are getting there and we're certainly doing that really important part of the morale business, which is getting a letter from home, or getting Girl Scout cookies or whatever the things are that people want to send."

Other operations are more challenging due to social distancing requirements, such as ship maintenance and employee training.

Wettlaufer said the MSC ships are repaired at commercial yards across the country, and getting original equipment manufacturers' technical representatives to repair yards or pier side has been challenges while also maintaining social distancing.

"There is a cost there in potential delays in getting technical support," he said, but MSC is working with its partners to find distance solutions, such as having technical support personnel provide support via telephone or video from a nearby hotel instead of coming onto the ship itself.

On new employee training, Wettlaufer said Military Sealift Command is hiring and training new personnel as quickly as it can while also allowing for social distancing. Class sizes are smaller to keep people more spread apart, but he said MSC is trying to get creative with the sequencing of training to get new employees through the pipeline as fast as possible.

"If somebody's looking for a job opportunity out there, [sealiftcommand.com](https://sealiftcommand.com), that's a good place to look," Wettlaufer said.

"MSC is open for business."

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## 2.) Slowed Increase of DoD Coronavirus Cases Hints at a Flattened Curve

By Meghann Myers, Military Times, April 29, 2020

The Defense Department's rate of new COVID-19 cases has slowed to its lowest pace since the beginning of the month, as diagnoses in non-service members began to diminish.

The latest data shows that 106 people tested positive on Tuesday, following 80 on Monday, down from a mid-April high that saw more than 300 new cases on some days.

More specifically, new cases this week have been concentrated with troops, as the Pentagon rolls out a plan to test asymptomatic service members in key units, while new diagnoses in the three other categories DoD tracks have slowed to a trickle.

Fourteen civilians have been diagnosed in the past two days, down from 128 new cases reported in the same period last week. Overall, 91 have been hospitalized and 375 have recovered.

During the same period, 21 dependents have been diagnosed versus 69 from Monday to Wednesday last week, for a total of 871. The number of hospitalized dependents, 33, has held steady since April 23, with 298 recoveries so far.

And just five contractors have been diagnosed with COVID-19 since Monday, bringing the total to 428, versus 62 in the same period last week. Of those 61 have been hospitalized and 143 have recovered.

Though there have been fewer cases in those three groups than in the military, they have represented the overwhelming majority of DoD's COVID-19 deaths — 25 total, or 93 percent. The department's overall mortality rate stands at 0.4 percent, compared with more than 5 percent nationwide.

The vast majority of DoD's positive coronavirus tests have come from troops this week, 159 so far, as the Pentagon moves on a plan to universally test certain units for COVID-19, regardless of symptoms, then ramp up to 100 percent testing throughout the force, and repeated testing before certain training, deployments and other travel.

Currently, certain counter-terrorism units, nuclear deterrent forces and all new basic trainees are getting tested, in addition to those who are symptomatic and medical staff working with COVID-19 patients around the country.

As of Wednesday, 4,359 service members had tested positive, up 94 cases — or 2 percent — from Tuesday. That brings the infection rate to 2,705-per-million, or nearing 0.3 percent, compared with the overall U.S. rate of 3,000-per-million, or 0.3 percent.

With two documented outbreaks aboard deployed ships, the Navy continues to have the majority of confirmed cases: 1,723 as of Wednesday 73 percent more than the Army's 998 cases. The Air Force reports 354 and the Marine Corps 359, while 809 National Guardsmen have tested positive.

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3.) Navy's Multinational Rim of the Pacific Drills are a Go for This Summer But Will Be At-Sea Only

By Seth Robson, Stars and Stripes, April 30, 2020

The world's largest international naval exercise will go ahead in waters off Hawaii this summer, but participating forces will stay at sea during the drills due to concerns about the coronavirus, the Navy announced Wednesday.

The Rim of the Pacific exercise will run from Aug. 27-31, according to a Navy statement on the U.S. Pacific Fleet website.

"This biennial maritime exercise will be an at-sea-only event in light of COVID-19 concerns," the statement said, referring to the respiratory disease caused by the coronavirus.

Conducting the exercise only at sea is intended to ensure the safety of participating forces by minimizing shore-based contingents, according to the statement.

"Commander, U.S. Pacific Fleet crafted the modified RIMPAC plan as a way to conduct a meaningful exercise with maximum training value and minimum risk to the force, allies and partners, and the people of Hawaii," the statement said.

This year's exercise will include multinational anti-submarine warfare, maritime intercept operations and live-fire training. Planners will remain flexible as Navy leaders monitor and assess evolving circumstances.

To limit the spread of the coronavirus there are no scheduled social events ashore, the statement said.

"Joint Base Pearl Harbor-Hickam will be accessible for logistics support, with a minimal footprint of staff ashore for command and control, logistics, and other support functions," the officials said in the statement.

The Navy did not announce participating nations.

In 2018, U.S. forces were joined in the drills by friends and allies from Australia, Brunei, Canada, Chile, Colombia, France, Germany, India, Indonesia, Israel, Japan, Malaysia, Mexico, Netherlands, New Zealand, Peru, South Korea, Philippines, Sri Lanka, Singapore, Thailand, Tonga, Vietnam and the United Kingdom.

The nations brought together a fleet of 46 warships and five submarines and troops from 18 national land forces, along with more than 200 aircraft and 25,000 personnel.

China was invited to the exercise in 2014 and 2016, but it wasn't allowed to participate in 2018. It sent a spy ship to monitor the event that year.

“In these challenging times, it is more important than ever that our maritime forces work together to protect vital shipping lanes and ensure freedom of navigation through international waters,” Adm. John Aquilino, commander of the U.S. Pacific Fleet, said in the statement. “And we will operate safely, using prudent mitigation measures.”

The exercise is designed to foster and sustain cooperative relationships, critical to ensuring the safety of sea lanes and security in support of a free and open Indo-Pacific region, according to the Navy statement.

“We remain committed to and capable of safeguarding allies and partners throughout the Indo-Pacific region,” Aquilino said. “The flexible approach to RIMPAC 2020 strikes the right balance between combating future adversaries and the COVID-19 threat.”

RIMPAC 2020 will be led by U.S. 3rd Fleet commander Vice Adm. Scott Conn., according to the statement.

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#### 4.) Acting SecNav Decides To Keep Major Modly Reforms By Pail Mcleary, Breaking Defense, April 30, 2020

The Navy’s new acting secretary has decided to move forward with several of his controversial predecessor’s biggest initiatives aimed at transforming the fleet, including a deep-dive study on the future of aircraft carriers and a wide-ranging cost-saving effort.

Acting Secretary James McPherson is only three weeks into the job, but his schedule has been dominated by weighty decisions, including his call on Wednesday for a wider inquiry into predecessor Thomas Modly’s firing of the captain of the COVID-19 stricken USS Theodore Roosevelt.

Days after the Navy recommended to Defense Secretary Mark Esper that Roosevelt Capt. Brett Crozier be reinstated, McPherson ordered a new review of decisions made by the chain of command in the Pacific leading up to his firing. While that decision is generating headlines, several other decisions McPherson has made might have a longer-term impact on the fleet.

Significantly, the new secretary has decided to keep the Future Carrier Task Force 2030, the stem to stern review of the service aimed at finding at least \$40 billion in service savings, and the Make FORD Ready summits designed to push progress on the Gerald R. Ford aircraft carrier. The decision to retain the efforts, all kicked off by Modly during his intense four-month tenure, were confirmed by Navy spokesperson Cmdr. Sarah Higgins.

Just days after taking over from his predecessor, Richard Spencer, Modly said he recognized President Trump's repeated frustrations with the troubled \$13 billion Ford carrier, and was looking to get ahead of it.

"The Ford is something the president cares a lot about. It's something he talks a lot about, and I think his concerns are justified," Modly said at a defense summit days after assuming office, "It's very, very expensive, and it needs to work."

Navy officers at the time pointed out privately that, for all of the public attention Modly was giving the Ford, not much about the work going on behind the press releases had changed.

Those sentiments were backed up last week, when Rear Adm. James Downey, the officer in charge of the Ford program, told reporters that the milestones Modly touted at the first summit, "were in place before we started those summits, we would have daily reviews at my level weekly at very senior levels throughout." The outline of the plan for the ship Modly underscored "were more a public announcement of what our milestones [already] were," Downey said.

But McPherson has decided that the regular meetings of top leadership are helpful, and they'll stay.

Another program McPherson will keep is that "Stem to Stern" review Modly initiated in February. The effort finds a home within a larger Pentagon push, spearheaded by Defense Secretary Mark Esper, to make a "white sheet" review of the entire military to find savings and cut commands, where possible.

The final bit of Modly-era reform and transformation that will remain is the six-month deep dive into the future of the Navy's aircraft carrier fleet that began in March. The Future Carrier 2030 Task Force, first reported by Breaking Defense, will study how nuclear aircraft carriers stack up against new generations of stealthy submarines and long-range precision weapons being fielded by China and Russia. It comes at a tense moment time for the fleet, as Esper has taken personal ownership over the service's force planning while publicly lambasting the Navy's model as broken. There are strong indications that super carriers such as the Ford Class may be scaled back in favor of more and smaller amphibious ships from which the Marines fly F-35Bs and Ospreys.

A recently leaked Pentagon assessment of the carrier fleet suggests it might need to fall to nine decks, down from the eleven in the fleet now — and the twelve mandated by law. Modly himself expressed frustration with how Esper's office was wargaming the fleet, telling reporters last month, "my view on that is, if we're not ever really going to get to 12, why are we wargaming around 12? Why are we not war gaming around what we most likely will have,

and then figure out how we manage risk in those areas?”

That review is slated to wrap up in early fall, months after Esper’s team will have delivered the Navy’s new force structure assessment and 30 year shipbuilding plan in July. It’s unclear how the carrier report might effect or influence future plans to build carriers after the Ford class tops out at four ships, but both Pentagon and Navy officials have talked about getting lighter, faster, and smaller.

When the Navy should have a confirmed secretary in place if Amb. Kenneth Braithwaite eventually passes Senate confirmation, whenever Congress can come back into session. It’s possible McPherson, a retired admiral, will be the Navy’s top civilian for some time before returning to his Senate-confirmed position as Army Undersecretary, which he assumed only on March 23.

On the Teddy Roosevelt investigation, on Wednesday, McPherson said he has “unanswered questions” about the “sequence of events, actions, and decisions of the chain of command” surrounding the COVID-19 outbreak aboard the ship, and wants CNO Gilday to go back and perform a wider investigation into what happened.

CNO Adm. Mike Gilday has recommended Crozier’s reinstatement.but Esper said he needed time to digest the contents of the report. Several days later, McPherson sent Gilday back to the drawing board.

The decision marks the second rejection of a major Gilday project in the span of two months, after Esper took over the Navy’s force structure plan in February after he found its conclusions wanting. What, exactly, Esper wanted redone is unclear, but some have suggested he was frustrated that the Navy didn’t go far enough in looking at getting smaller, lighter and faster to meet emerging challenges from China.

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## 5.) Navy Warships Conduct Back-to-Back Freedom-of-Navigation Operations in South China Sea

By Caitlain Doornbos, Stars and Stripes, April 30, 2020

The guided-missile cruiser USS Bunker Hill steamed near the disputed Spratly Islands on Wednesday, marking the second time the U.S. has sent a warship on a freedom-of-navigation operation in the South China Sea this week, according to the Navy.

The mission challenged restrictions by China, Vietnam and Taiwan, which dispute sovereignty over the Spratly Islands, 7th Fleet spokeswoman Cmdr. Reann Mommsen said in a statement



to Stars and Stripes on Thursday. The Philippines, Malaysia and Brunei also lay claim to portions of the islands.

“China, Vietnam, and Taiwan purport to require either permission or advance notification before a military vessel or warship engages in ‘innocent passage’ through the territorial sea,” she said. “The unilateral imposition of any authorization or advance-notification requirement for innocent passage is not permitted by international law, so the United States challenged those requirements.”

The day before, the guided-missile destroyer USS Barry conducted a similar operation through the Paracel Islands, another chain in the region over which China, Vietnam and Taiwan have overlapping claims.

The U.S. does not recognize any country’s claim over either island chain.

“Unlawful and sweeping maritime claims in the South China Sea pose a serious threat to the freedom of the seas,” Mommsen said in her statement. “The international community has an enduring role in preserving the freedom of the seas, which is critical to global security, stability, and prosperity.”

Li Huamin, spokesman for the Chinese southern theatre command spokesman, criticized the Barry’s presence on the command’s WeChat social media account, according to a Tuesday report by the South China Morning Post.

“These provocative acts by the US side ... have seriously violated China’s sovereignty and security interests, deliberately increased regional security risks and could easily trigger an unexpected incident,” Li said.

The Barry, based at Yokosuka, also transited the Taiwan Strait on April 24, a move that typically draws criticism from China, according to the Navy. The communist country views the 110-mile-wide strait as its territorial waters, but the U.S. considers it an international waterway.

The Bunker Hill, based at San Diego, and the Barry also recently completed exercises with the amphibious assault ship USS America and vessels from the Royal Australian Navy in the South China Sea, according to the Navy.

The operations took place as the 7th Fleet prepares the aircraft carrier USS Ronald Reagan and its strike group to leave for a patrol of the region.

The 7th Fleet is taking added steps to ensure the carrier group deploys without sailors infected

by the coronavirus, which has sidelined the carrier USS Theodore Roosevelt in Guam for over a month.

However, the Barry, Bunker Hill and other vessels have been at sea several months, setting out before the pandemic struck Navy crews, Task Force 70 commander Rear Adm. George Wikoff said in an April 24 interview with Stars and Stripes. Task Force 70 is the battle arm of the 7th Fleet.

“They are out there on point right now on mission. Our Navy has not shut down out here,” he said. “I continue to be impressed by the entire community here in the forward-deployed naval force and the work that they’re doing to maintain that mission focus while we’re working our way through the unknowns of this pandemic.”

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## 6.) Navy Speeding Up Science And Technology Spending

By John Grady, USNI, April 29, 2020

The Navy’s is doubling-down on science and technology spending, using the funds it’s receiving from the CARES Act stimulus passed by Congress during the COVID-19 pandemic, a leading defense spending expert said Monday.

The Navy’s spending on science and technology and its accelerating contract awards is all part of an effort to shore up its part of the defense industrial base, said Mackenzie Eaglen, of the American Enterprise Institute, while speaking as part of a video-teleconference about COVID-19’s influence on Pentagon spending and planning.

The plan to increase spending and accelerate contracts, Eaglen said, “is really about [providing] liquidity” for the contractors, especially passing the \$3 billion already approved down to the third and fourth-tier businesses the sea service relies on in shipbuilding and aviation.

“The work is here when you’re ready,” Eaglen said, paraphrasing Ellen Lord, the Pentagon’s acquisition chief.

Lord and Kim Herrington, DoD’s director of pricing and contracting, have issued more than 20 memos in the past month to ensure the industrial base is considered “critical infrastructure” that kept it under the provisions of the three rounds of emergency legislation.

The aid also includes payroll protection that allows smaller companies to keep employees on

their rolls even if the business is closed because of COVID-19. Looking at this part of the act, though, suggests trouble is ahead, said Todd Harrison, the Center for Strategic and International Studies top budget expert.

“The problem comes when you fast forward a bit, the work still has to be done,” Harrison said.

The Pentagon will need to return to Congress, Harrison said, and ask to “pre-fund” those expected overruns caused when businesses closed because of COVID-19, disrupting expected maintenance or ship and aircraft builds.

Harrison expects when the House and Senate consider a “fourth or fifth stimulus bill, the Pentagon will ask Congress to look at the unfunded priorities list” to gauge how the services and the department would spend new tranches of money.

Congress might be interested in earmarking some to “dual-use” projects, such as modernizing and restoring military facilities and other projects that result in new jobs, Harrison said. “DoD has a lot of infrastructure needs ... if there’s an infrastructure bill” as part of a future stimulus act, it could fill gaps in military construction and be an economic stimulus, Harrison said.

Under current stimulus legislation, the Pentagon is receiving about \$10 billion, with \$5.48 billion headed to the Navy and \$800 million to the Marine Corps. About \$1 billion of that is not earmarked for specific projects, Harrison said.

The contract acceleration has spurred spending in operations and maintenance accounts to include much-needed aircraft spare parts, Eaglen said. Spending in these accounts is limited to the current fiscal year.

If the money already set aside for all those activities in personnel and operations and maintenance accounts are not approved for re-programming, the funds will be lost at the end of the fiscal year, Harrison said.

But all this emergency spending to stabilize the economy and contain the virus outbreak is adding more than \$4 trillion to the federal deficit. Harrison said the future bill due date comes as early as Fiscal Year 2022. A deficit that large “is just off the charts.”

In FY 2022 and FY 2023, Harrison predicted, “there will be increasing pressure in Congress and from the public to reduce the deficit.” Past actions deficit control measures are almost certain to be repeated, he added. “Defense is almost always part of the solution” to paying down the deficit, Harrison said. This means expect a return to spending caps, called sequestration, as happened in 1986 and again in 2011 with the Budget Control Act.

If the Democrats win the White House, Harrison said the flattening or cutting of defense would begin in FY 2022; if President Donald Trump is re-elected, the flattening or cuts will likely start the following year.

The days of the 3 percent to 5 percent real growth above inflation in the defense budget are numbered, he predicted.

Harrison said what also has not been figured into Congress' calculations is the pandemic's impact upon overall readiness. "There will be a readiness hit — canceled exercises or training or some daily operations." The effect is also being felt on recruiting and in boots camps and the services' schoolhouses. Some activities "have almost ground to a halt."

The economic realities will force "a total re-look" at the National Defense Strategy, Eaglen said. What missions have to go will be on the table, especially considering "a [new] Budget Control Act could come as early as next year."

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7.) Hampton 7-Year-Old Helping Service Members During COVID-19 Pandemic  
By Zak Dahlheimer, WTKR-3, April 28, 2020

One Hampton girl is taking action to help others during the COVID-19 pandemic.

Since joining the Girl Scouts, 7-year-old Abigail Pearson has found a passion for helping others. In the past, she organized a shoe drive and brought others together to make items for local foster care and a wildlife rehab facility.

"I think it's the right thing to do," she said.

But, using her own money and donations, her latest project involves putting together "essential" packs for members of the USNS Laramie.

"One of our Girl Scout laws says, 'Make the world a better place,' and that's what we're doing," Abigail said.

So far, she's made 80 packs for the USNS Laramie, with items including deodorant, shampoo, soap and Girl Scout cookies.

Related: Virginia Beach teen 3D prints face shields for local hospitals

"It doesn't matter how big you are, how small you are, how smart you are, how much you

have or don't have," Abigail's grandmother, Monique Pearson, said. "It's your heart that matters."

For Abigail, she doesn't plan on slowing down anytime soon.

"We're going to keep on making them until we see that it's over, and that's when we'll go back to doing other stuff," Abigail said.

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## 8.) Civilian Mariners Say Strict Navy Coronavirus Restrictions Are Unfair

By Joseph Shapiro, NPR, April 30, 2020

The Navy has ordered members of its Military Sealift Command — a group of civilian mariners who supply military vessels around the world — to stay on their ships in an effort to prevent outbreaks of the coronavirus. A "gangway up" order enforcing the lock-down was issued on March 21.

But more than 20 civilian mariners from ships on missions or in ports and naval bases around the world told NPR it's an overly harsh move, undercut by another decision to allow others — including Navy personnel and outside contractors — to come and go on the ships. The lock down only applies to civilian mariners. A similar order was not made for the Navy's military personnel.

Even when a ship is docked and on a Navy base, the civilian mariners, known as CIVMARS, say they can't leave to see family or go to previously planned medical appointments, and they say there isn't enough personal protective equipment to go around.

"I feel like a prisoner," says one man who can't leave a docked ship to go to his house, just a 10-minute drive away. He says family members of the crew come to the chain link fence at the edge of the pier, to talk or bring medicines and food.

The civilian mariners NPR spoke to said they feared retaliation and NPR agreed to identify them by their first names or not name them at all.

"I live in my office," says a chief mate on one ship. "I live with my coworkers. I eat every dinner, every meal with my boss. There's nowhere for us to go. We have no escape."

The order isn't a two-week quarantine of people who'd been exposed to the coronavirus. It's still in effect more than five weeks after it was issued and without a time limit. A senior MSC official, in sending the order, said the "unprecedented challenge" of the coronavirus required

"swift implementation of actions that will protect the health of our afloat units and preserve our warfighting and humanitarian readiness."

And it's worked pretty well: In contrast to the USS Theodore Roosevelt, where almost 1000 sailors on a crew of about 4850 have tested positive, the virus has not spread through the command's ships.

But many of those civilian mariners are furious at the loss of their liberty and say it doesn't make sense that the "gangway up" order applies only to them, and that Navy personnel and contractors move on and off the ships. Three unions that represent them have filed a grievance against the Navy.

The MSC operates some 125 ships that supply the military, mostly Navy ships, around the world, with everything from fuel, food and ammunition. Some ships have civilian crews only, but in port can have Navy sailors and outside contractors on board. Other "hybrid ships" include both civilian mariners and Navy crew. CIVMARS also are key to shipyard repairs of the Navy's own aging fleet of ships.

When coronavirus broke out on the Roosevelt, after a port call in Vietnam, it was the crew on the nearby MSC cargo ship, the USNS Richard E. Byrd, that took the trash and contaminated equipment from the aircraft carrier, says John Konrad, a former oil rig captain who runs the maritime website gCaptain. Those CIVMARS, working with minimal personal protective gear or test kits, decontaminated and stored those items from the Roosevelt. No one on the civilian ship got sick.

Another outbreak was reported this week on the USS Kidd.

But on the MSC ships, which include the hospital ships USNS Mercy and Comfort that have responded to the pandemic, there have been just a handful of cases of mariners being diagnosed with COVID-19, according to a spokesperson.

Still, to the civilian mariners, that protection has come with what they see as a double standard that comes down hardest on them.

One woman spoke from a ship in a West Coast port as she looked out the window. Some of the Navy crew, from the ship hers was supporting, were on the pier jogging. But she hadn't been allowed off her ship in five weeks. "As I'm looking out the window, I feel like a little child when my mother said, 'You can't go outside,' and I watched the other kids play," she says.

"You restrict our liberty, [in] the name of protecting us from coronavirus," says another CIVMAR. "But we are still exposed to the military personnel that go on and come back to work.

And the contractors that have some jobs to do on the ship. They go home and they come back."

He says the Navy personnel and contractors don't always wear masks.

Everyone is screened before they get on a ship, mariners and the MSC report. Their temperature is taken. They're asked questions about symptoms and if they've been exposed to someone who's sick.

Two civilian mariners working at a Massachusetts shipyard have tested positive for COVID-19 in the last few days. Although the source of their exposure isn't certain, several outside contractors at the shipyard had tested positive earlier, says Tom Van Leunen, a spokesperson for the MSC. In addition, he notes, there have been a couple of confirmed cases of civilian mariners on the USNS Comfort, the hospital ship that is ending its deployment in New York.

The MSC says any shortages of protective gear are sporadic.

There are also few test kits, civilian mariners say, to determine if someone has the virus.

Many civilian mariners say they have access to N95 masks — at least in the last few weeks. Others, particularly those on ships now at sea, say they still can't get the proper protective gear.

Like one civilian mariner who works on a ship that's being repaired.

He says until he can get the proper mask, he's not going to wear any covering.

"I figure, if I've got to wear a cloth over my face like a bandit from the Old West, it's not really worth it. Cause a piece of cloth is not going to stop a micro-organism that's airborne."

The unions are asking for proper gear. Also, in their legal grievance, for extra pay for those confined to their ships.

One veteran mariner, close to retirement, said the current friction reflects some simmering resentments of crew with management that have resulted from staff shortages and stalled promotions.

She notes that many CIVMARS are older — often veterans or retired military — in their 40s, 50s and early 60s. Many, because of age and underlying health conditions, are more at risk if they contract COVID-19. Those civilian mariners are in jeopardy because the policy allows younger Navy sailors freedom to come and go on those same ships. "They're allowed to go out

and get sick and not make good choices," she says. "They're kids in the Navy."

Salvatore Mercogliano, a professor at Campbell University with an expertise in military and maritime history, says CIVMARS he has spoken to have mixed feelings about the lock down. Many appreciate that they've been kept safe from the coronavirus. But they're government employees, not military ones who are more used to restrictive orders from their superiors.

"It's very easy for the Navy to sit there and say, 'Hey, suck it up Mariners. We do this all the time.'" says Mercogliano. " Well, Navy sailors are paid 24/7, they get benefits that civilian mariners don't get," including veterans benefits when they leave the Navy.

"If you told any government employee," he says, "that they couldn't go home or they couldn't do anything, then they'd want to be paid for that."

Konrad thinks the MSC's quick and strict response to the pandemic could be a model, if it had been adopted by the Navy overall and the burden not left to CIVMARS alone. "These gangway up policies and extra procedures are working on board the MSC ships. They've been working on board for weeks." Similar policies, he says, may have prevented the widespread outbreak on the Roosevelt.

Meanwhile, the civilian mariners are frustrated as their movement is restricted. One working in an East Coast shipyard, notes the Navy's ban on alcohol on ships.

"I want to get off the ship," he says, "and go to a bar and drink a couple of beers and have some real food for a change."

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**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** (b)(6); (b)(6)  
**Subject:** FW: DON COVID Response: MSC capacity to host quarantined individuals afloat  
**Date:** Monday, April 13, 2020 2:02:00 PM

(b)(5)

VR,  
Steve

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**From:** Plath, Erica H SES USN CNO (USA) (b)(6)  
**Sent:** Monday, April 13, 2020 1:51 PM  
**To:** Balisle, Jennifer J SES USN DCNO N4 (US) (b)(6)  
**Cc:** Moreau, Thomas J (Jack) RDML USN DCNO N4 (USA) (b)(6); Via, Darin K RDML USN DCNO N4 (USA) (b)(6); Cade, Steven C SES USN (USA) (b)(6)  
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**Subject:** FW: DON COVID Response: MSC capacity to host quarantined individuals afloat

(b)(5); (b)(6)

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#)  
**Subject:** FW: Gangways up - all ship leave & liberty suspended  
**Date:** Monday, March 23, 2020 12:13:00 PM

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(b)(5)

VR,

(b)(6)

-----Original Message-----

From (b)(6)

Sent: Monday, March 23, 2020 12:03 PM

To: Morris, Michael C SES USN (USA) (b)(6)

Cc: Cade, Steven C SES USN (USA) (b)(6); Taylor, John R  
(Jack) SES USN COMSC NORFOLK VA (USA) (b)(6); DeMane, Mary  
Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6);

(b)(6)  
(b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA)  
(b)(6)

Subject: RE: Gangways up - all ship leave & liberty suspended

(b)(5), (b)(6)

V/R,

(b)(6)

(b)(6)

Maritime Law Counsel  
Military Sealift Command

Direct: (b)(6)

(b)(6)

(b)(6)

-----Original Message-----

From: (b)(6)

Sent: Monday, March 23, 2020 11:35 AM

To: (b)(6)

(b)(6)

Morris, Michael C SES USN (USA)

(b)(6)

(b)(6)

(b)(6)

Subject: RE: Gangways up - all ship leave & liberty suspended

All,

(b)(5)

Very Respectfully,

(b)(6)

MSC OIC

USS MOUNT WHITNEY (LCC 20)

UNIT 100234 BOX 4301

FPO AE 09517

NIPR (b)(6)

SIPR (b)(6)

COMM: (USA): (b)(6)

COMM: (Italy): (b)(6)

CELL: (b)(6)

"VOX MARIS"

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force.

TNT will have an exception given the state of the ship.

Vr,

(b)(6)

Sent with BlackBerry Work

(www.blackberry.com<<http://www.blackberry.com>>)

**From:** (b)(6) on behalf of [MSC BWC](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** [Taylor, John R \(Jack\) SES USN COMSC NORFOLK VA \(USA\)](#); (b)(6)  
; [Cade, Steven C SES USN \(USA\)](#); (b)(6)  
(b)(6) [Lynch, Hans E CAPT USN DCNO](#)  
[N9 \(USA\)](#); (b)(6)  
(b)(6) [Morris, Michael C SES USN \(USA\)](#); (b)(6)  
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(b)(6)  
[DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#);  
(b)(6)  
(b)(6)  
**Subject:** Gangway Up Notice  
**Date:** Sunday, March 22, 2020 12:32:52 PM

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RADM Wettlaufer,

All area commands have reported positive confirmation with the Masters in their AOR on the liberty restrictions and Gangway Up notice.

Very respectfully,

(b)(6)  
Battle Watch Captain  
Military Sealift Command HQ  
Norfolk, VA  
COMM: (b)(6)  
DSN: (b)(6)  
SIPR: (b)(6)  
NIPR: (b)(6)

**From:** [Van Leunen, Thomas P CIV USN COMSC NORFOLK VA \(USA\)](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** [Clark, Robert T RDML USN \(USA\)](#); [Cade, Steven C SES USN \(USA\)](#); [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#); [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); [REDACTED] (b)(6)  
[REDACTED]  
(b)(6)  
[Taylor, John R \(Jack\) SES USN COMSC NORFOLK VA \(USA\)](#); [Thayer, Christopher D SES USN COMSC NORFOLK VA \(USA\)](#); [REDACTED] (b)(6)  
[REDACTED]  
**Subject:** Megan Eckstein Read Ahead  
**Date:** Wednesday, April 22, 2020 1:27:35 PM  
**Attachments:** [MeganEckstein\\_USNI\\_Interview Read Ahead.docx](#)  
[REDACTED] (b) (5)

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Admiral,

Two attachments for your interview with Megan Eckstein on Friday.

- 1) A package with Megan's two most recent stories,
  - a. The first from the VADM Lewis/RADM Loisselle media roundtable on HST sustainment and a second from a media roundtable on Navy actions regarding COVID-19 by VADM Sawyer (OPNAV N3/5) last week.
  - b. A partial transcript from C2F PAO of highlights from the HST Roundtable with some of the more salient questions and answers
  - c. The C2F Briefing Card developed for the HST

2)

(b)(5)

(b)(6) and I are on your calendar to discuss tomorrow at 1400.

VR Tom

Tom Van Leunen  
Military Sealift Command  
Director, Congressional & Public Affairs

(b)(6) (W)

(b)(6) (C)

# Commander, Military Sealift Command Interview with Megan Eckstein of UNSI News



Megan Eckstein is the deputy editor for USNI News. She previously covered Congress for Defense Daily, and the U.S. surface navy and U.S. amphibious operations as an associate editor for Inside the Navy.

## Topics of interest include:

- The Navy's logistics and resupply capability in the midst of a global pandemic
- Maintaining uninterrupted fleet operations
- Civil service and contract mariner safety in the COVID-19 environment

- [Recent Articles From Megan Eckstein](#)
- [Highlights from April 13 Media Roundtable with Vice Adm. Andrew Lewis and Rear Adm. Andrew Loiselle, Commander, Carrier Strike Group 8](#)
- [U.S. 2nd Fleet Briefing Card - USS Harry S. Truman Carrier Strike Group \(CVN 75\) Sustainment](#)



## **Recent Articles From Megan Eckstein:**

### **Truman Carrier Strike Group Will Stay at Sea to Avoid COVID-19 Infections**

By Megan Eckstein, April 13, 2020

The Harry S. Truman Carrier Strike Group is done with its deployment but will remain at sea off the East Coast of the United States, in an effort to keep the crew healthy from the COVID-19 pandemic and ready to take on missions if needed.

Though the strike group has already conducted two deployments in a row without a major maintenance period, the Truman CSG is now the only on-call carrier strike group on the East Coast and must remain ready if needed, U.S. 2nd Fleet said in a statement. That means keeping the COVID-19 virus from finding its way aboard the ship.

“The ship is entering a period in which it needs to be ready to respond and deploy at any time,” 2nd Fleet Commander Vice Adm. Andrew Lewis said in the statement.

“Normally we can do that pier-side, but in the face of COVID-19, we need to protect our most valuable asset, our people, by keeping the ship out to sea.”

During this time, the strike group will go through advanced training scenarios, similar to the pre-deployment Composite Training Unit Exercise (COMPTUEX) that serves as a graduation exercise before the strike group is certified to deploy, Lewis said during a call today with reporters. This covers the whole spectrum of warfare areas a CSG could encounter during a deployment, and Lewis said it was important for the ship crews and the carrier air wing to go through this training again after a deployment that focused on a handful of skills rather than the whole range of operations. Lewis said there could be opportunities to enhance this training with partnership engagements, but he would not elaborate further.

He did not elaborate on the timeline for keeping the carrier strike group out at sea, but he said there was a plan with decision points along the way that would involve leadership above his level. He vowed that sailors and their families would be kept in the loop every step along the way and said the next check-in would occur in about three weeks.

“After completing a successful deployment we would love nothing more than to be reunited with our friends and families,” Rear Adm. Andrew Loiselle, commander of Carrier Strike Group 8, said in the news release.

“We recognize that these are unique circumstances and the responsible thing to do is to ensure we are able to answer our nation’s call while ensuring the health and safety of our sailors. We thank you for your continued love and support as we remain focus on this important mission.”

Loiselle told reporters that typically there would be a decline in morale if a ship’s deployment were extended, but he said that hasn’t been the case this time. The sailors have seen news from back home

about the devastation the virus has caused, and it's easier for the crew to understand the need to stay healthy and ready compared to other deployment extensions caused by geopolitical considerations.

Lewis closed the media briefing by saying that “the intent of this is to communicate with the families and to make sure that we are being completely transparent with the families on what we’re doing. To reiterate, this is an incredibly dynamic situation we’re in, more dynamic than it is day to day – and it’s pretty darn dynamic in the Navy coming back from deployment anyway. But the situation is very dynamic now, and I will restate again that in approximately three weeks we’re going to communicate again directly with the families.”

The Truman CSG’s surface ships deployed in early September as a surface action group – made up of Arleigh Burke-class guided-missile destroyers USS *Lassen* (DDG-82), USS *Farragut* (DDG-99) and USS *Forrest Sherman* (DDG-98), and Ticonderoga-class guided-missile cruiser USS *Normandy* (CG-60) – with USS *Harry S. Truman* (CVN-75) deploying in late November after emergent maintenance. The CSG spent much of its deployment in the North Arabian Sea, at times one of two carrier strike groups in the area meant to serve as a check on Iran.

The news of the Truman CSG staying at sea to avoid the global pandemic comes on the same day the Navy announced a sailor on another carrier, USS *Theodore Roosevelt* (CVN-71), died of the disease. The sailor, who has not yet been named, was found unresponsive and taken to intensive care four days before dying at the military medical facility on Guam. *Theodore Roosevelt* pulled into port in Guam in late March and has been there since, as sailors are evacuated from the ship, tested for COVID-19 and put in quarantine to get the crew back to health.

Navy leadership originally said it was unclear whether the virus first infected the crew from its last port call in Vietnam or through other people coming and going from the carrier for resupply, passenger movements and other activities that typically happen while operating at sea. The Navy put an end to port calls – except those needed for resupply or maintenance that couldn’t occur at sea – as a precaution.

Loiselle said the Harry S. Truman Carrier Strike Group’s precautionary steps began weeks ago, when the strike group was still operating in U.S. 5th Fleet.

“Coronavirus started while we were in 5th Fleet area of operations, so in order to mitigate it, the first thing we did was shut off our passenger flow back from the United States so we would remove that vector,” he told reporters in a call today.

When aircraft did have to land on a strike group ship to bring supplies, parts or mail, Loiselle said the aircrew were not allowed to leave their aircraft or have any interactions with CSG crew members.

“We gave them a boxed lunch and sent them on their way,” he said, noting the same procedure will be in place as the strike group operates in the Atlantic in the coming weeks.

Additionally, Loiselle said the Navy worked with leadership at 5th Fleet, the U.S. Embassy in Egypt and the Suez Canal Authority “to find different and innovative ways to go through the Suez Canal while still accounting for security requirements and the pilots that have to embark our vessels.”

For instance, it would normally take five pilot exchanges to get the strike group ships cleared and through the canal, but that was cut down to two. For the pilots who did have to come aboard U.S. Navy ships to assist with the transit, they were all screened for the coronavirus ahead of time, were outfitted with masks and gloves, and were given segregated areas on the ships' bridges to stand in to limit any ability to spread germs. Any ship crewmembers who were on the bridge at that time were also told to wear masks and gloves.

Loiselle said it had been 42 days since the strike group stopped in a port, and it had been more than 14 days since the Suez Canal transit, which was the last time anyone outside the CSG crew came onboard any of the ships. With zero reports of any COVID-like symptoms, "we are confident in the fact that it is not aboard any of the vessels in the Harry S. Truman Carrier Strike Group."

As a further precaution during the time operating off the East Coast, Loiselle explained that all supplies coming to the strike group will come out of Naval Station Norfolk – which is taking extra precautions on the waterfront to limit the spread of the disease – and would be packaged in cardboard containers, on which the virus can only live for about 24 hours. Cargo will be sent by ship, meaning it will take a few days to arrive, and by that point any accidental contamination wouldn't be a concern any longer.

Lewis said during the call that it's possible personnel may have to fly out to the ships at some point to provide technical support, if any maintenance issues arise that cannot be dealt with by the ships' maintenance crews alone or with video teleconference support. If that were to be the case, only technicians who had been in a 14-day quarantine would be allowed to fly out to the strike group ships, to ensure the virus was not introduced that way.

## Navy Adjusting to Operational Realities of COVID-19

By Sam LaGrone and Megan Eckstein, April 16, 2020

The Navy is continuing to refine procedures to prevent another outbreak of COVID-19 aboard its ships but is facing a barrier in fielding enough tests to root out the virus from deploying crews.

This week, the service released a new set of revisions for guidelines to the fleet to prevent and mitigate viral outbreaks onshore and at sea. The two evolving documents build on Centers for Disease Control and Prevention guidance and lessons from the COVID-19 outbreak on USS *Theodore Roosevelt* (CVN-71) that has resulted in the infection of 655 sailors and one death, Vice Adm. Phillip Sawyer, deputy chief of naval operations for operations, plans and strategy (OPNAV N3/N5), told reporters on Wednesday.

“We can protect our force, we can deploy our Navy, and we will do both,” Sawyer said.

“Face-coverings, hand-washing, ship-disinfecting are now part of our daily routine throughout the Navy.”

The new guidelines, particularly the 14-day isolation period, will give the service 95-percent certainty that ships will push off without the virus, but there is still a lack of reliable testing for crews preparing to get underway, Sawyer said.

“This virus is tough, right? Because it takes a period of time to build up, to get to enough level in your body where the tests will actually show that you’ve got it. The other tough part about this virus is you can have it and be asymptomatic,” he said.

Out of the cases on *Theodore Roosevelt*, around 400 sailors were asymptomatic, adding to concerns that sailors in close quarters could spread COVID-19 without even realizing they were carrying the virus.

Sawyer said that the Navy was working to develop a testing regime for deploying units within the limits of both testing capacity and capability.

“We’re asking to test everybody to give me a level of assurance that before I go to sea, I’ve got a COVID-free crew,” he said.

“That’s the ideal.”

Nationally, there have been gaps in testing that are being felt in the military. Last week Chief of Naval Operations Adm. Mike Gilday said the Navy’s requirements would compete with the other services for testing.

“We have troops that are in contact in Afghanistan. We have others on the ground in Iraq. We have special forces that are deployed around the world. Some of them may be in places where they could be at risk as well,” he said. “That may or may not drive the Navy to the head of the queue in terms of testing capability.”

The service is also working through how it will mitigate an outbreak at sea.

“If you have asymptomatic person or a COVID-positive person, you isolate them, find close contacts and quarantine those. If you’re underway and you’ve got symptomatic or COVID-positive person, we’re

going to transfer him or her off as quickly as we can get them to shore medical facilities,” Sawyer said. “Then you disinfect.”

Operationally, commanders are weighing how to handle pandemics in the future.

In light of how heavily his forces have been affected by the COVID-19 outbreak in Europe, Adm. James Foggo, the head of naval forces in Europe and Africa, sees “germs” as a new domain of operations to consider during military planning.

“It used to be enough that you did a physical exam on the troops and a dental exam. I remember that was a precursor to anybody getting on a submarine for deployment... And we did vaccinations – so you had to get your yellow fever, if you’re going to go someplace in the tropical climates you had to take your malaria meds – well that won’t be sufficient in the future,” Foggo said during a virtual Sea-Air-Space event online in lieu of the Navy League’s canceled annual symposium in Maryland.

“We’re going to have to plan ahead on how to protect the force against something like the coronavirus until we get a vaccine against COVID-19, and then beyond that there will be a next coronavirus, and I think we’ll be much better prepared for that in the future.”

Foggo cited an example of a sailor that had been on an unnamed ship that recently fell ill with flu-like symptoms. The sailor’s COVID test came back negative, meaning the Navy could safely bring the sailor ashore for treatment without worrying about the rest of the crew of about 25, and they were sent back out to sea and remain COVID-free.

“Those are the kinds of measures that we’ll have to take to protect our force so our force can continue to protect you because we can’t afford to take anybody off the line in a day of great power competition where we have adversaries, we have competitors and most importantly we have violent extremists that want to take advantage of any chink in the armor and attack us at an untoward moment,” he said.

## Highlights from April 13 Media Roundtable with Vice Adm. Andrew Lewis and Rear Adm. Andrew Loiselle

Megan Eckstein, USNI

**Q:** Wondered if you both can talk about training/activities done at sea to make most of the time at sea. During this time, there are deliveries/aircraft coming. What measure are you taking to prevent illness from spreading?

**A:** Adm. Lewis - training in general is to maintain readiness to do breadth of missions across the spectrum. We deal with a variety of things, and it's very similar to what they do with the support of the strike group. We're in a good position to do the best training we can do right off the coast of the Atlantic. Logistics training is much shorter and much more controlled environment and they have a very strict process for how they take people and stuff on to the ship.

Adm. Loiselle - Training ops on the East Coast is as good as it is anywhere on the planet. Looking to do some high ops training. How to remain COVID free two ways. One - supply ship to support all had to pick up cargo and load before coming out. The virus can only live before 24 hours on porous surfaces. They are loaded on to supply ship, which takes a few days to get to us. By the time we load, the ship has well exceeded that timeline. Also spends a lot of time in UV sunlight, which helps to kill the virus. Two - We typically don't allow people to come out to the ship. Our number one objective is to keep the ship COVID free. It's a risk mitigation measure to keep people off the ship.

Follow up question (Megan)

**Q:** This high-end training, is it the same evolutions? Are there other assets that you're working with? Other nations involved?

**A:** Lewis - In general, these are pre-deployment training ops. There may be opportunities to do other things with partners, potentially, and we can do high-end things that we don't normally do. That is not our current plan, but we're looking at all options.

Loiselle - It's a good number of months before we'll have access to the high level of training that we got pre-deployment.

David Larter, Defense News

**Q:** (Your/the) message was open and vague. Do you have any idea how long this will last? What are you telling the families on what to expect?

**A:** Lewis - The message was not vague. It was 'we have to remain underway in this dynamic environment.' This is a different environment (than) the ship deployed in. In order to maintain the Nation's highest level of readiness, we needed to extend. We don't know how long this will be. We do know that in three weeks, we will reach back out to the families, directly, and communicate what we know at that point. That's the best we can do in this uncertain environment. We're going to do the best we can in the uncertain environment. We have a high-end carrier strike group that is able to operate in a high level and we need to keep it ready to meet the needs of the nation. I can't talk about what we're planning for. I can tell you there is a plan in place and there are decisions points in place and decisions will be made in due time. We'll communicate that to the families.

Loiselle – Nothing to add.

Todd Carillo, WTKR News Channel 3

**Q:** Point of clarity - Does this only impact Truman or does it impact the support units?

**A:** Lewis - All of the strike group.

**Q:** Broad picture, can you talk about the situation with COVID, and how it's been developing rapidly with TR, Reagan and Nimitz? Can you talk about lessons learned and what's led to this decision to sustain HRT.

**A:** Lewis - As referenced, this is very dynamic and we're learning very quickly our best way forward. Obviously a lot of variables to work through. I won't talk about specifics on other carriers in other strike groups. As military planners, we are obligated to do the prudent planning on best case, worst case and most likely scenarios. We're going through very methodically and thoroughly to maintain our future readiness to execute the mission, while taking care of the people - Sailors and Marines - and their families while they serve this nation.

Loiselle - COVID started while we were overseas. The first thing we did was shut off passenger flow from the U.S. Next, we kept deliveries and people off the ship. No one departed the aircrafts that were coming to the ships. We coordinated with 5th Fleet and the Embassy in Egypt and as we traversed through the Suez Canal, while still meeting security concerns. We usually have five pilot changes, and we cut that down to two. We had the pilots on the cruisers, and they

all wore PPE. Pilots were screened before boarding. This was very effective in keeping the virus away from ship. We had segregated areas to keep pilots from interacting with crew. We are 42 days since our last day in port. We are confident that COVID is not on any vessel in the strike group right now.

Lewis - As the ships were operating in the vicinity in the coast of the U.S., there may be a need to get technical support to ship. We will put a 14-day ROM in place prior to the technical support being brought out to the ship. The shore is taking a lot of efforts to ensure crews and families are doing what they can to support. The ship itself is taking great efforts. They're cleaning the ships three times a day. Basic hygiene has been stepped up and we're going full force in that. We have hand washing at every pier, and before anyone goes aboard, they are hand washing. Everyone is being screened. This is having the best effect that it can. This particular strike group, extra cautious measures to keep them at sea for that reason.

Gina Harkins, Military.com

**Q:** Were there specific concerns that made this necessary, especially as the Truman is sidelined?

**A:** Lewis - The Truman isn't sidelined. The Truman is ready to go if needed. Other than the Great Power Competition that we're in (Russia, China, others), in accordance with national security strategy, and we're maintaining that lethality at sea to be able to compete. In a nutshell, there's nothing more specific than that. We are out and operating, and we have to be to apply national defense strategy to defer conflict instead of fighting it.

**Q:** Is there any upcoming maintenance that needs to be done? Any timeframe you can give us that the ship can go without bringing outside aboard?

**A:** Lewis - Answered earlier, will do preventative measures to not introduce virus into skin of ship. That said, second order of facts of this deployment, and other deployed strike groups, is that this is building a resiliency in ourselves, and we are re-learning how to fix ourselves more completely without using a lifeline to shore. That said, these are machines, the ships are machines, and they have times where things wear out. We're not anywhere close to that on the strike group.

Loiselle - We have had phenomenal success that normally would have to be done in a shipyard, and we've been able to do it aboard (power supply, pumps). We have the capability to do this. There is a lot of out-of-the-box thinking going on. We're utilizing teleconferencing to tackle problems and forcing people to be more innovative when thinking about the problem set. This is a cultural benefit, and it's making us a better and more resilient organization.



**Q:** Can you tell me how the morale on the ship is?

**A: Loiselle** - I spend a lot of time walking the ship and talking to folks about impact of COVID and their families and lives back home. Normally, an extension would have a negative impact, that would be expected and normal. In this particular case, everyone understands how important it is that we're able to perform our mission. They all understand WHY we're doing this. Even the youngest of Sailors understands the impact that our presence has on responding to the needs of the nation. We're not seeing a negative morale push.

**Lewis** - Three answers I want to give you for this. The first, is that as a junior officer in 1990, I returned from deployment I sailed two weeks later for eight months for Desert Storm. I've never experienced higher morale than that. It was unbelievable, because we were doing what we signed up to do. In 2001, I was serving as a squadron executive officer, and we were extended to come back to a different America. This is what Loiselle is experiencing now. This is a physical threat to the homeland. That is what Loiselle and his team are coming back to. It's a different world that they come back to. Finally, right now, under my command, the USNS Comfort is in New York. Anyone that has anything to do with that mission, I can't hold them back. We're doing everything we can do to directly serve the American people, and that is why the morale is incredibly high - to be able to support that mission. That is what Loiselle and his crew are doing. It's very meaningful event in that they will - these young Sailors - they may not realize it, but years from now, they'll realize how big an impact they're having on national security and what they contributed directly and I think there will be no regrets. The disappointment of not coming home will fade very quickly once they realize this. To a Sailor, to a Marine, to a family, that's the response I get.

### Closing Comments

**Loiselle** - I just want to thank you for helping us communicate what we're doing to our families. We've got an entire waterfront dedicated to helping us meet our mission and the entire team is ready to go.

**Lewis** - To close out, I appreciate your genuine interest and communicating the intent of this to the families, and to make sure that we're being completely transparent. To reiterate, this is an incredibly dynamic situation, more dynamic than it is day to day, and more so than the Navy returning home from a deployment. In approx. three weeks, we're going to communicate directly to the families, before we push a message to the public.

# **U.S. 2nd Fleet Briefing Card - USS Harry S. Truman Carrier Strike Group (CVN 75) Sustainment**



## **U.S. 2nd Fleet Briefing Card**

USS Harry S. Truman Carrier Strike Group (CVN 75) Sustainment  
13 April 2020

### **Background**

The Harry S. Truman (CVN 75) Carrier Strike Group (HSTCSG) deployed in the fall of 2019 for a scheduled deployment to the 2nd, 5th, and 6th Fleet Areas of Operations (AOR). HST deployed on Nov. 18, 2019, while her escorts deployed as an East Coast Surface Action Group on Sept. 13, 2019. At this time, the HSTCSG remains at sea as a capable carrier strike group force ready for tasking. As the COVID-19 pandemic has spread across the globe, the HSTCSG has continued to conduct operations underway, minimizing the potential spread of the virus on board ships. The strike group's last port visit was conducted in February, and measures have been taken to minimize personnel transfers on and off the ships. At present, ships within the strike group remain COVID-free. The demand for naval assets remains high, therefore, keeping HSTCSG at sea as they remain in the sustainment phase of OFRP allows for a potential rapid surge or deployment that provides options to the national command authority during this global COVID-19 pandemic.

**PA Posture:** ACTIVE – C2F has PA lead

13 Apr

1200 Hill Notifications

1230 Ombudsman / FRG communication to families

1330 Media interview w/C2F and CSG8 leadership (embargoed statement provided)

1400 CSG / C2F Facebook statement / CHINFO Press release (embargo lifted)

### **Press Release:**

The Harry S. Truman Carrier Strike Group (HSTCSG) remains at sea in the Western Atlantic as a certified carrier strike group force ready for tasking in order to protect the crew from the risks posed by COVID-19, following their successful deployment to the U.S. 5th and 6th Fleet areas of operation.

The Navy is taking this measure to maintain the strike group's warfighting capability while ensuring the safety of the crew. The demand for naval assets remains high. Therefore, keeping HSTCSG at sea in U.S. 2nd Fleet as they remain in the sustainment phase of OFRP allows the ship to maintain a high level of readiness for a potential rapid surge or forward deployment, providing options to the national command authority during this global COVID-19 pandemic.

"The ship is entering a period in which it needs to be ready to respond and deploy at any time," said Vice Adm. Andrew Lewis, commander U.S. 2nd Fleet. "Normally we can do that pierside, but in the face of COVID-19, we need to protect our most valuable asset, our people, by keeping the ship out to sea."

The Navy will continue to evaluate this dynamic situation and will provide an update to the crew and their families in approximately three weeks.

"After completing a successful deployment we would love nothing more than to be reunited with our friends and families," said Rear Admiral Andrew Loiselle, commander Carrier Strike Group 8. "We recognize that these are unique circumstances and the responsible thing to do is to ensure we are able to answer our nation's call while ensuring the health and safety of our Sailors. We thank you for your continued love and support as we remain focused on this important mission."

The HSTCSG is an example of how U.S. naval forces are inherently flexible and provide presence and capabilities when and where needed. The ships within the strike group remain ready to respond to emergent tasking around the globe, providing critically needed capabilities for emerging crises.

C2F exercises operational authorities over assigned ships, aircraft, and landing forces on the East Coast and the Atlantic.

For more information, contact C2F public affairs at [ashley.hockycko@navy.mil](mailto:ashley.hockycko@navy.mil).

For more news from U.S. 2nd Fleet, visit <https://www.c2f.navy.mil/> and for more information visit <http://www.facebook.com/US2ndFleet/> or <http://twitter.com/US2ndFleet>

### **Internal Communication with Families:**

CSG-8 Families and Loved Ones,

Our World, our Nation and our Navy are engaged in truly dynamic times. The coronavirus has forced us to change the way that we live our lives. While I'm certain you are all acutely aware of the impact it has had on your lives at home, it has also impacted us at sea. Normally, after pulling in at the end of a deployment, the CSG would be in a sustainment phase where we would be ready to return to sea should it be required. In this case, there is no way to ensure we would be able to prevent COVID-19 from getting aboard our ships and squadrons after we returned. If COVID-19 infected our units, we would have to go through a process to ensure the health and safety of our Sailors, and remove the virus from our ships. In order to ensure we are able to answer our Nation's call, the HST Strike Group will be staying at sea a while longer.

I know how much you were all looking forward to the return of your loved one. Rest assured, we are doing everything possible to ensure the health and well-being of your Sailor until we return. It has been over 40 days since our last port call, and no one has been allowed to come aboard our ships since then, so we are sure we are COVID-free. We have the full support of everyone on the waterfront to get us everything that we need. Your Ombudsman and FRGs stand ready as always to support you. Please don't hesitate to reach out when you need someone to talk to. Although we are asked to be socially distant, please don't disconnect. Our Sailors treasure their families and you are all the most important means of support. Your love is the light at the end of the tunnel. We will do everything we can to get them home to you safely, and shortly. I will have an update on our timeline in approximately three weeks. Thank you for your support to your Sailor, and your service to our Nation. – Rear Admiral Andrew Loiselle, commander Carrier Strike Group 8

### **Talking Points:**

- The Navy is taking responsible measures to ensure the safety of the crew. The demand for naval assets remains high, therefore, HSTCSG will remain at sea under U.S. 2nd Fleet as they enter the sustainment phase of OFRP. This allows the ship to maintain a high level of readiness for a potential rapid surge or deployment, providing options to the national command authority during this global COVID-19 pandemic.
- The HSTCSG is an example of how our naval forces are inherently flexible and provide presence and capabilities when and where needed. The ships within the strike group remain ready to respond to emergent tasking around the globe, providing critically needed capabilities for emerging crises.
- The Navy continues to serve and deploy around the world. Ships are sailing, planes are flying, and training is happening to safeguard U.S. national interests and those of our allies and partners.
- Protecting our people has remained a DoD priority from the start. We must take prudent measures to limit the spread of COVID-19, while also ensuring our people are trained and ready to defend the nation.
- The Navy is America's Away Team, enabling our national security. The Navy needs to sustain operational readiness to defend our nation, and we will continue to prepare for and support deployed operations.

### **Q&A:**

#### **Q1: Has the HSTCSG's deployment been extended?**

**A1:** No. While this isn't technically an extension of the deployment, it keeps the strike group at sea for the remainder of their sustainment phase, and we realize the effect this has on the families.

**Q2: Is the HSTCSG remaining at sea because of the COVID-19 global pandemic?**

**A2:** The demand for naval assets remains high, therefore, keeping HSTCSG at sea as they remain in their sustainment phase of OFRP is the responsible way to protect the crew while providing options for the national command authority during this global COVID-19 pandemic.

**Q3: Are there any confirmed cases of COVID-19 on board any of the ships within the HSTCSG?**

**A3:** No Sailors within the strike group have tested positive for COVID-19. As the COVID-19 pandemic has spread across the globe; the HSTCSG has continued to conduct operations underway, minimizing the potential spread of the virus on board ships. The strike group's last port visit was conducted in February, and measures have been taken to minimize personnel transfers on and off the ship.

**Q4: Where will the HSTCSG operate?**

**A4:** As a matter of longstanding policy, we will not discuss future operations. The HSTCSG will remain flexible, ready and capable of providing presence and support to any mission, when and where needed.

**Q5: When is the ship scheduled to begin its maintenance period?**

**A5:** As a matter of longstanding policy, we will not discuss future operations or schedules. Leadership will work with the Type Commanders to ensure necessary maintenance is scheduled and accomplished to keep the carrier strike group ready to fight when called upon. At this time, the HSTCSG remains ready to support the mission at hand.

**Q6: What has the Navy done to minimize risks posed to crews aboard the HSTCSG?**

**A6:** The Navy has closely monitored the outbreak and has implemented safety mitigations to maintain the health and well being of our Sailors. As the COVID-19 pandemic has spread across the globe, the HSTCSG has continued to conduct operations underway, minimizing the potential spread of the virus on board ships. The strike group's last port visit was conducted over a month ago in February, and measures have been taken to minimize personnel transfers on and off the ship.

**Q7: When will HSTCSG return home?**

**A7:** As a matter of longstanding policy, we will not discuss future operations. The HSTCSG will remain flexible, ready and capable of providing presence and support to any mission, when and where needed. The Navy will continue to evaluate this dynamic situation and will provide an update to the crew and their families in approximately three weeks.

**Q8: How long with the ship remain surge capable?**

**A8:** As a matter of longstanding policy, we will not discuss future operations. The HSTCSG will remain in a surge status as long as needed to provide options to the national command authority during this global COVID-19 pandemic

**Q9: Is the decision to keep HSTCSG at sea tied to the readiness of other carriers?**

**A9:** This is a dynamic and unique situation. HSTCSG is entering their sustainment period in which it needs to be ready to respond and deploy at any time. Normally we can do that pier-side,

but in the face of COVID-19, we need to protect our most valuable asset, our people, by keeping the ship out to sea.

**Q11: What ships make up the HSTCSG?**

**A11:** Ships and aircraft of the strike group include flagship USS Harry S. Truman (CVN 75), the Ticonderoga-class guided-missile cruiser USS Normandy (CG 60), the Arleigh Burke-class guided-missile destroyers USS Lassen (DDG 82), USS Forrest Sherman (DDG 98) and USS Farragut (DDG 99), the eight squadrons and staff of Carrier Air Wing (CVW) 1, staffs of Carrier Strike Group (CSG) 8, and Destroyer Squadron (DESRON) 28.

Squadrons of CVW-1, commanded by Capt. Robert Gentry, embarked on Truman include Strike Fighter Squadron (VFA) 11 “Red Rippers;” VFA-81 “Sunliners;” VFA-136 “Knighthawks;” VFA-211 “Fighting Checkmates;” Electronic Attack Squadron (VAQ) 137 “Rooks;” Carrier Airborne Command and Control Squadron (VAW) 126 “Seahawks;” Helicopter Maritime Strike Squadron (HSM) 72 “Proud Warriors;” Helicopter Sea Combat Squadron (HSC) 11 “Dragon Slayers;” and a detachment from Fleet Logistics Support Squadron (VRC) 40 “Rawhides.”

From:

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To:

[Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)

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[Cade, Steven C SES USN \(USA\)](#);

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Subject:

MSC News Clips April 30, 2020

Date:

Thursday, April 30, 2020 7:27:21 AM

Good Morning Admiral,

Today's news of interest:

1.) Military Sealift Command is keeping supplies moving uninterrupted throughout the globally

operating Navy fleet and has done so with zero COVID-19 infections among its civilian mariners due to early and aggressive actions, the commander of MSC told USNI News.

2.) The Defense Department's rate of new COVID-19 cases has slowed to its lowest pace since the beginning of the month, as diagnoses in non-service members began to diminish, reports Military Times.

3.) Rim of the Pacific, the world's largest international naval exercise, will go ahead in waters off Hawaii this summer, but participating forces will stay at sea during the drills due to concerns about the coronavirus, the Navy announced Wednesday, reports Stars and Stripes.

4.) The Navy's new acting secretary has decided to move forward with several of his predecessor's biggest initiatives aimed at transforming the fleet, including a deep-dive study on the future of aircraft carriers and a wide-ranging cost-saving effort, writes Breaking Defense.

5.) The guided-missile cruiser USS Bunker Hill steamed near the disputed Spratly Islands on Wednesday, marking the second time the U.S. has sent a warship on a freedom-of-navigation operation in the South China Sea this week, reports Stars and Stripes.

6.) USNI reports the Navy is doubling-down on science and technology spending, using the funds it's receiving from the CARES Act stimulus passed by Congress during the COVID-19 pandemic.

7.) A seven-year-old Hampton, Virginia girl is using her own money to make "essential" packs for crew members aboard USNS Laramie, reports WTKR-3.

8.) The Navy has ordered members of its Military Sealift Command — a group of civilian mariners who supply military vessels around the world — to stay on their ships in an effort to prevent outbreaks of the coronavirus, writes NPR.

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Public Affairs Specialist

Military Sealift Command

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1.) Early 'Aggressive' Military Sealift Command COVID Mitigation Result in Zero Infections  
By Megan Eckstein, USNI, April 29, 2020



The Military Sealift Command is keeping supplies moving uninterrupted throughout the globally operating Navy fleet and has done so with zero COVID-19 infections among its civilian mariners due to early and aggressive actions, the commander of MSC told USNI News.

Through “bubble-to-bubble” transfer of personnel to ensure everyone stepping foot on a ship is virus-free, to using cleaners and UV light to disinfect goods before bringing them to warships, Rear Adm. Michael Wettlaufer said the organization is doing everything it can to keep its own Combat Logistics Force (CLF) ships safe and effective and to ensure they aren’t a vector of transmission of the disease to deployed warships.

Whether it’s fresh foods, spare parts or even toilet paper, “that stuff comes aboard and is either cleaned right away for onward movement in the ship for storage, or it’s left in a position where it can get lots of sunlight and outside air. We know that time, of course, as well as sunlight, UV light, and then cleaning will really drive the possibility of the virus surviving down very very low,” Wettlaufer said.

“And we also limit the number of people that are involved in that touching of the cargo when it gets on the deck. So where possible, we just have people with [personal protective equipment] on, and as limited a number of people that will go and clean the stores as they come aboard, and then those stores get moved on further in the ship via forklifts and elevators and conveyors inside the ship. And then they go into storage areas inside the ship, where further time has its great effect on whatever the potential COVID, coronavirus, would be on these things. So we’ve got these layers. And on the other end, coming off the ship, we don’t really touch the other ships, there aren’t any people going from the CLF ship to the receiving ship. But of course they are touching the things that are going over, so we continue to use PPE, gloves ... during the transfer from ship to ship to minimize that contact.”

When the MSC ships pull into port to pick up new supplies or fuel, few or no civilian mariners ever leave the ship. Port workers on the pier can load up goods onto conveyor belts to the ship or handle refueling lines, meaning the MSC crew can stay safely aboard the ship while retrieving the “beans, bullets and gas” they’ll deliver to the fleet.

Wettlaufer said MSC is already working with engineers at Naval Sea Systems Command to look at wrapping materials that could be used to keep pallets or other items clean as they move through the logistics chain to a pier and ultimately onto MSC ships and then warships. The admiral said that if something could be wrapped while it was still known to be clean, then with handlers still using gloves and other PPE along the way and finally the wrapping thrown away as waste material, the likelihood of transmission to a warship would be almost zero. That effort is being worked with MSC and NAVSEA today.

Next in line is a UV light system that could go on conveyor belts and clean items as they come

onto the CLF ships at the pier.

“One of the things that would be really great for us is, stuff comes up the conveyor belt and it gets radiated, which then further drives down the potential – and we continue to use the handling protocols we have in place – to even further decrease the potential” of transmission of the virus.

Other longer-term ideas being kicked around are a UV robot of sorts that would clean storerooms after they’ve been emptied and before they’ve been replenished with new goods from a new port, and handheld UV wands.

“One of the things we have to worry about too is, is there any challenge to the human involved? So a lot of work going on in this area with NAVSEA, as well as with the chemicals that you may use on things. We don’t want to use chemicals on the ship that could damage equipment in any way, so we’re really diligent about the kinds of things we use to clean. We don’t want to use things to clean around any kind of fresh food and vegetables that could get on the fresh food and vegetables, so that’s one of the other important things about the wrapping systems that we put around those, the plastics,” Wettlaufer said, noting that MSC began its precautions very early and intended to continue to hone its approach indefinitely, to ensure it was using all the best approaches to keeping its ships and the Navy ships they supply clean.

The admiral said there hadn’t been any orders from higher up, but rather that MSC took it upon itself early this year to begin crafting a pandemic response. MSC is now in its fourth iteration of its procedures, Wettlaufer said, and “we are well down the path of honing or really putting a fine point on a lot of the things we’ve done. So the guidance we’re following is really the things we’re learning about the virus, and we went as aggressively as we possibly could go very early to drive down the risk, and we’re finding out now that the things we were doing are certainly being proven by science, if you will, or proven by experimentation, and more importantly we are doing very well in that we haven’t had any kind of a transmission in this process that we know about. The evidence is we have been doing all the right things.”

Much like other deploying ships, new sailors moving to and from boot camp and mission-essential personnel on travel, MSC is using “bubble to bubble” transfers for its civilian mariners: they first go into a 14-day quarantine in a hotel room to make sure they don’t show any symptoms; they then move into potentially another isolation period on a clean ship in port to await their movement, and then they either go to their deploying ship or are put onto another military ship or aircraft to be transported to another operating theater to get to their assigned ship. All the while, they are not interacting with anyone outside the clean bubble, thereby drastically reducing the likelihood that anyone with the virus is ending up on a deployed ship.

Of course no methods are perfect – even with restrictions in place, destroyer USS Kidd (DDG-100) found itself with a COVID-19 outbreak that began about 30 days after its last port call, with the Navy saying it may never know how the virus got onboard the ship.

Still, Wettlaufer said MSC’s actions collectively “prevent the possibility (of an outbreak) to the nth degree.”

The admiral assured that, despite broken supply chains at home, with grocery stores struggling to keep certain household goods and foods in stock, that the supply chain for Navy ships was not seeing those disruptions.

“The things that are ordered, we’re able to deliver those things. So if a ship orders spaghetti, we’re getting spaghetti,” he said. And importantly for morale, “those care packages are still getting there. There’s no disruption in that. It may take a little longer at times than somebody might expect if they were living in the States, but the care packages are getting there and we’re certainly doing that really important part of the morale business, which is getting a letter from home, or getting Girl Scout cookies or whatever the things are that people want to send.”

Other operations are more challenging due to social distancing requirements, such as ship maintenance and employee training.

Wettlaufer said the MSC ships are repaired at commercial yards across the country, and getting original equipment manufacturers’ technical representatives to repair yards or pier side has been challenges while also maintaining social distancing.

“There is a cost there in potential delays in getting technical support,” he said, but MSC is working with its partners to find distance solutions, such as having technical support personnel provide support via telephone or video from a nearby hotel instead of coming onto the ship itself.

On new employee training, Wettlaufer said Military Sealift Command is hiring and training new personnel as quickly as it can while also allowing for social distancing. Class sizes are smaller to keep people more spread apart, but he said MSC is trying to get creative with the sequencing of training to get new employees through the pipeline as fast as possible.

“If somebody’s looking for a job opportunity out there, [sealiftcommand.com](https://sealiftcommand.com), that’s a good place to look,” Wettlaufer said.

“MSC is open for business.”

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## 2.) Slowed Increase of DoD Coronavirus Cases Hints at a Flattened Curve

By Meghann Myers, Military Times, April 29, 2020

The Defense Department's rate of new COVID-19 cases has slowed to its lowest pace since the beginning of the month, as diagnoses in non-service members began to diminish.

The latest data shows that 106 people tested positive on Tuesday, following 80 on Monday, down from a mid-April high that saw more than 300 new cases on some days.

More specifically, new cases this week have been concentrated with troops, as the Pentagon rolls out a plan to test asymptomatic service members in key units, while new diagnoses in the three other categories DoD tracks have slowed to a trickle.

Fourteen civilians have been diagnosed in the past two days, down from 128 new cases reported in the same period last week. Overall, 91 have been hospitalized and 375 have recovered.

During the same period, 21 dependents have been diagnosed versus 69 from Monday to Wednesday last week, for a total of 871. The number of hospitalized dependents, 33, has held steady since April 23, with 298 recoveries so far.

And just five contractors have been diagnosed with COVID-19 since Monday, bringing the total to 428, versus 62 in the same period last week. Of those 61 have been hospitalized and 143 have recovered.

Though there have been fewer cases in those three groups than in the military, they have represented the overwhelming majority of DoD's COVID-19 deaths — 25 total, or 93 percent. The department's overall mortality rate stands at 0.4 percent, compared with more than 5 percent nationwide.

The vast majority of DoD's positive coronavirus tests have come from troops this week, 159 so far, as the Pentagon moves on a plan to universally test certain units for COVID-19, regardless of symptoms, then ramp up to 100 percent testing throughout the force, and repeated testing before certain training, deployments and other travel.

Currently, certain counter-terrorism units, nuclear deterrent forces and all new basic trainees are getting tested, in addition to those who are symptomatic and medical staff working with COVID-19 patients around the country.

As of Wednesday, 4,359 service members had tested positive, up 94 cases — or 2 percent — from Tuesday. That brings the infection rate to 2,705-per-million, or nearing 0.3 percent,

compared with the overall U.S. rate of 3,000-per-million, or 0.3 percent.

With two documented outbreaks aboard deployed ships, the Navy continues to have the majority of confirmed cases: 1,723 as of Wednesday 73 percent more than the Army's 998 cases. The Air Force reports 354 and the Marine Corps 359, while 809 National Guardsmen have tested positive.

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### 3.) Navy's Multinational Rim of the Pacific Drills are a Go for This Summer But Will Be At-Sea Only

By Seth Robson, Stars and Stripes, April 30, 2020

The world's largest international naval exercise will go ahead in waters off Hawaii this summer, but participating forces will stay at sea during the drills due to concerns about the coronavirus, the Navy announced Wednesday.

The Rim of the Pacific exercise will run from Aug. 27-31, according to a Navy statement on the U.S. Pacific Fleet website.

"This biennial maritime exercise will be an at-sea-only event in light of COVID-19 concerns," the statement said, referring to the respiratory disease caused by the coronavirus.

Conducting the exercise only at sea is intended to ensure the safety of participating forces by minimizing shore-based contingents, according to the statement.

"Commander, U.S. Pacific Fleet crafted the modified RIMPAC plan as a way to conduct a meaningful exercise with maximum training value and minimum risk to the force, allies and partners, and the people of Hawaii," the statement said.

This year's exercise will include multinational anti-submarine warfare, maritime intercept operations and live-fire training. Planners will remain flexible as Navy leaders monitor and assess evolving circumstances.

To limit the spread of the coronavirus there are no scheduled social events ashore, the statement said.

"Joint Base Pearl Harbor-Hickam will be accessible for logistics support, with a minimal footprint of staff ashore for command and control, logistics, and other support functions," the officials said in the statement.

The Navy did not announce participating nations.

In 2018, U.S. forces were joined in the drills by friends and allies from Australia, Brunei, Canada, Chile, Colombia, France, Germany, India, Indonesia, Israel, Japan, Malaysia, Mexico, Netherlands, New Zealand, Peru, South Korea, Philippines, Sri Lanka, Singapore, Thailand, Tonga, Vietnam and the United Kingdom.

The nations brought together a fleet of 46 warships and five submarines and troops from 18 national land forces, along with more than 200 aircraft and 25,000 personnel.

China was invited to the exercise in 2014 and 2016, but it wasn't allowed to participate in 2018. It sent a spy ship to monitor the event that year.

"In these challenging times, it is more important than ever that our maritime forces work together to protect vital shipping lanes and ensure freedom of navigation through international waters," Adm. John Aquilino, commander of the U.S. Pacific Fleet, said in the statement. "And we will operate safely, using prudent mitigation measures."

The exercise is designed to foster and sustain cooperative relationships, critical to ensuring the safety of sea lanes and security in support of a free and open Indo-Pacific region, according to the Navy statement.

"We remain committed to and capable of safeguarding allies and partners throughout the Indo-Pacific region," Aquilino said. "The flexible approach to RIMPAC 2020 strikes the right balance between combating future adversaries and the COVID-19 threat."

RIMPAC 2020 will be led by U.S. 3rd Fleet commander Vice Adm. Scott Conn., according to the statement.

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#### 4.) Acting SecNav Decides To Keep Major Modly Reforms By Pail Mcleary, Breaking Defense, April 30, 2020

The Navy's new acting secretary has decided to move forward with several of his controversial predecessor's biggest initiatives aimed at transforming the fleet, including a deep-dive study on the future of aircraft carriers and a wide-ranging cost-saving effort.

Acting Secretary James McPherson is only three weeks into the job, but his schedule has been dominated by weighty decisions, including his call on Wednesday for a wider inquiry into predecessor Thomas Modly's firing of the captain of the COVID-19 stricken USS Theodore

Roosevelt.

Days after the Navy recommended to Defense Secretary Mark Esper that Roosevelt Capt. Brett Crozier be reinstated, McPherson ordered a new review of decisions made by the chain of command in the Pacific leading up to his firing. While that decision is generating headlines, several other decisions McPherson has made might have a longer-term impact on the fleet.

Significantly, the new secretary has decided to keep the Future Carrier Task Force 2030, the stem to stern review of the service aimed at finding at least \$40 billion in service savings, and the Make FORD Ready summits designed to push progress on the Gerald R. Ford aircraft carrier. The decision to retain the efforts, all kicked off by Modly during his intense four-month tenure, were confirmed by Navy spokesperson Cmdr. Sarah Higgins.

Just days after taking over from his predecessor, Richard Spencer, Modly said he recognized President Trump's repeated frustrations with the troubled \$13 billion Ford carrier, and was looking to get ahead of it.

"The Ford is something the president cares a lot about. It's something he talks a lot about, and I think his concerns are justified," Modly said at a defense summit days after assuming office, "It's very, very expensive, and it needs to work."

Navy officers at the time pointed out privately that, for all of the public attention Modly was giving the Ford, not much about the work going on behind the press releases had changed.

Those sentiments were backed up last week, when Rear Adm. James Downey, the officer in charge of the Ford program, told reporters that the milestones Modly touted at the first summit, "were in place before we started those summits, we would have daily reviews at my level weekly at very senior levels throughout." The outline of the plan for the ship Modly underscored "were more a public announcement of what our milestones [already] were," Downey said.

But McPherson has decided that the regular meetings of top leadership are helpful, and they'll stay.

Another program McPherson will keep is that "Stem to Stern" review Modly initiated in February. The effort finds a home within a larger Pentagon push, spearheaded by Defense Secretary Mark Esper, to make a "white sheet" review of the entire military to find savings and cut commands, where possible.

The final bit of Modly-era reform and transformation that will remain is the six-month deep dive into the future of the Navy's aircraft carrier fleet that began in March. The Future Carrier



2030 Task Force, first reported by Breaking Defense, will study how nuclear aircraft carriers stack up against new generations of stealthy submarines and long-range precision weapons being fielded by China and Russia. It comes at a tense moment time for the fleet, as Esper has taken personal ownership over the service's force planning while publicly lambasting the Navy's model as broken. There are strong indications that super carriers such as the Ford Class may be scaled back in favor of more and smaller amphibious ships from which the Marines fly F-35Bs and Ospreys.

A recently leaked Pentagon assessment of the carrier fleet suggests it might need to fall to nine decks, down from the eleven in the fleet now — and the twelve mandated by law. Modly himself expressed frustration with how Esper's office was wargaming the fleet, telling reporters last month, "my view on that is, if we're not ever really going to get to 12, why are we wargaming around 12? Why are we not war gaming around what we most likely will have, and then figure out how we manage risk in those areas?"

That review is slated to wrap up in early fall, months after Esper's team will have delivered the Navy's new force structure assessment and 30 year shipbuilding plan in July. It's unclear how the carrier report might effect or influence future plans to build carriers after the Ford class tops out at four ships, but both Pentagon and Navy officials have talked about getting lighter, faster, and smaller.

when the Navy should have a confirmed secretary in place if Amb. Kenneth Braithwaite eventually passes Senate confirmation, whenever Congress can come back into session. It's possible McPherson, a retired admiral, will be the Navy's top civilian for some time before returning to his Senate-confirmed position as Army Undersecretary, which he assumed only on March 23.

On the Teddy Roosevelt investigation, on Wednesday, McPherson said he has "unanswered questions" about the "sequence of events, actions, and decisions of the chain of command" surrounding the COVID-19 outbreak aboard the ship, and wants CNO Gilday to go back and perform a wider investigation into what happened.

CNO Adm. Mike Gilday has recommended Crozier's reinstatement. but Esper said he needed time to digest the contents of the report. Several days later, McPherson sent Gilday back to the drawing board.

The decision marks the second rejection of a major Gilday project in the span of two months, after Esper took over the Navy's force structure plan in February after he found its conclusions wanting. What, exactly, Esper wanted redone is unclear, but some have suggested he was frustrated that the Navy didn't go far enough in looking at getting smaller, lighter and faster to meet emerging challenges from China.

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## 5.) Navy Warships Conduct Back-to-Back Freedom-of-Navigation Operations in South China Sea

By Caitlain Doornbos, Stars and Stripes, April 30, 2020

The guided-missile cruiser USS Bunker Hill steamed near the disputed Spratly Islands on Wednesday, marking the second time the U.S. has sent a warship on a freedom-of-navigation operation in the South China Sea this week, according to the Navy.

The mission challenged restrictions by China, Vietnam and Taiwan, which dispute sovereignty over the Spratly Islands, 7th Fleet spokeswoman Cmdr. Reann Mommsen said in a statement to Stars and Stripes on Thursday. The Philippines, Malaysia and Brunei also lay claim to portions of the islands.

“China, Vietnam, and Taiwan purport to require either permission or advance notification before a military vessel or warship engages in ‘innocent passage’ through the territorial sea,” she said. “The unilateral imposition of any authorization or advance-notification requirement for innocent passage is not permitted by international law, so the United States challenged those requirements.”

The day before, the guided-missile destroyer USS Barry conducted a similar operation through the Paracel Islands, another chain in the region over which China, Vietnam and Taiwan have overlapping claims.

The U.S. does not recognize any country’s claim over either island chain.

“Unlawful and sweeping maritime claims in the South China Sea pose a serious threat to the freedom of the seas,” Mommsen said in her statement. “The international community has an enduring role in preserving the freedom of the seas, which is critical to global security, stability, and prosperity.”

Li Huamin, spokesman for the Chinese southern theatre command spokesman, criticized the Barry’s presence on the command’s WeChat social media account, according to a Tuesday report by the South China Morning Post.

“These provocative acts by the US side ... have seriously violated China’s sovereignty and security interests, deliberately increased regional security risks and could easily trigger an unexpected incident,” Li said.

The Barry, based at Yokosuka, also transited the Taiwan Strait on April 24, a move that typically draws criticism from China, according to the Navy. The communist country views the 110-mile-wide strait as its territorial waters, but the U.S. considers it an international waterway.

The Bunker Hill, based at San Diego, and the Barry also recently completed exercises with the amphibious assault ship USS America and vessels from the Royal Australian Navy in the South China Sea, according to the Navy.

The operations took place as the 7th Fleet prepares the aircraft carrier USS Ronald Reagan and its strike group to leave for a patrol of the region.

The 7th Fleet is taking added steps to ensure the carrier group deploys without sailors infected by the coronavirus, which has sidelined the carrier USS Theodore Roosevelt in Guam for over a month.

However, the Barry, Bunker Hill and other vessels have been at sea several months, setting out before the pandemic struck Navy crews, Task Force 70 commander Rear Adm. George Wikoff said in an April 24 interview with Stars and Stripes. Task Force 70 is the battle arm of the 7th Fleet.

“They are out there on point right now on mission. Our Navy has not shut down out here,” he said. “I continue to be impressed by the entire community here in the forward-deployed naval force and the work that they’re doing to maintain that mission focus while we’re working our way through the unknowns of this pandemic.”

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## 6.) Navy Speeding Up Science And Technology Spending

By John Grady, USNI, April 29, 2020

The Navy’s is doubling-down on science and technology spending, using the funds it’s receiving from the CARES Act stimulus passed by Congress during the COVID-19 pandemic, a leading defense spending expert said Monday.

The Navy’s spending on science and technology and its accelerating contract awards is all part of an effort to shore up its part of the defense industrial base, said Mackenzie Eaglen, of the American Enterprise Institute, while speaking as part of a video-teleconference about COVID-19’s influence on Pentagon spending and planning.

The plan to increase spending and accelerate contracts, Eaglen said, “is really about [providing] liquidity” for the contractors, especially passing the \$3 billion already approved down to the third and fourth-tier businesses the sea service relies on in shipbuilding and aviation.

“The work is here when you’re ready,” Eaglen said, paraphrasing Ellen Lord, the Pentagon’s acquisition chief.

Lord and Kim Herrington, DoD’s director of pricing and contracting, have issued more than 20 memos in the past month to ensure the industrial base is considered “critical infrastructure” that kept it under the provisions of the three rounds of emergency legislation.

The aid also includes payroll protection that allows smaller companies to keep employees on their rolls even if the business is closed because of COVID-19. Looking at this part of the act, though, suggests trouble is ahead, said Todd Harrison, the Center for Strategic and International Studies top budget expert.

“The problem comes when you fast forward a bit, the work still has to be done,” Harrison said.

The Pentagon will need to return to Congress, Harrison said, and ask to “pre-fund” those expected overruns caused when businesses closed because of COVID-19, disrupting expected maintenance or ship and aircraft builds.

Harrison expects when the House and Senate consider a “fourth or fifth stimulus bill, the Pentagon will ask Congress to look at the unfunded priorities list” to gauge how the services and the department would spend new tranches of money.

Congress might be interested in earmarking some to “dual-use” projects, such as modernizing and restoring military facilities and other projects that result in new jobs, Harrison said. “DoD has a lot of infrastructure needs ... if there’s an infrastructure bill” as part of a future stimulus act, it could fill gaps in military construction and be an economic stimulus, Harrison said.

Under current stimulus legislation, the Pentagon is receiving about \$10 billion, with \$5.48 billion headed to the Navy and \$800 million to the Marine Corps. About \$1 billion of that is not earmarked for specific projects, Harrison said.

The contract acceleration has spurred spending in operations and maintenance accounts to include much-needed aircraft spare parts, Eaglen said. Spending in these accounts is limited to the current fiscal year.

If the money already set aside for all those activities in personnel and operations and

maintenance accounts are not approved for re-programming, the funds will be lost at the end of the fiscal year, Harrison said.

But all this emergency spending to stabilize the economy and contain the virus outbreak is adding more than \$4 trillion to the federal deficit. Harrison said the future bill due date comes as early as Fiscal Year 2022. A deficit that large “is just off the charts.”

In FY 2022 and FY 2023, Harrison predicted, “there will be increasing pressure in Congress and from the public to reduce the deficit.” Past actions deficit control measures are almost certain to be repeated, he added. “Defense is almost always part of the solution” to paying down the deficit, Harrison said. This means expect a return to spending caps, called sequestration, as happened in 1986 and again in 2011 with the Budget Control Act.

If the Democrats win the White House, Harrison said the flattening or cutting of defense would begin in FY 2022; if President Donald Trump is re-elected, the flattening or cuts will likely start the following year.

The days of the 3 percent to 5 percent real growth above inflation in the defense budget are numbered, he predicted.

Harrison said what also has not been figured into Congress’ calculations is the pandemic’s impact upon overall readiness. “There will be a readiness hit — canceled exercises or training or some daily operations.” The effect is also being felt on recruiting and in boots camps and the services’ schoolhouses. Some activities “have almost ground to a halt.”

The economic realities will force “a total re-look” at the National Defense Strategy, Eaglen said. What missions have to go will be on the table, especially considering “a [new] Budget Control Act could come as early as next year.”

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7.) Hampton 7-Year-Old Helping Service Members During COVID-19 Pandemic  
By Zak Dahlheimer, WTKR-3, April 28, 2020

One Hampton girl is taking action to help others during the COVID-19 pandemic.

Since joining the Girl Scouts, 7-year-old Abigail Pearson has found a passion for helping others. In the past, she organized a shoe drive and brought others together to make items for local foster care and a wildlife rehab facility.

“I think it's the right thing to do,” she said.

But, using her own money and donations, her latest project involves putting together "essential" packs for members of the USNS Laramie.

"One of our Girl Scout laws says, 'Make the world a better place,' and that's what we're doing," Abigail said.

So far, she's made 80 packs for the USNS Laramie, with items including deodorant, shampoo, soap and Girl Scout cookies.

Related: Virginia Beach teen 3D prints face shields for local hospitals

"It doesn't matter how big you are, how small you are, how smart you are, how much you have or don't have," Abigail's grandmother, Monique Pearson, said. "It's your heart that matters."

For Abigail, she doesn't plan on slowing down anytime soon.

"We're going to keep on making them until we see that it's over, and that's when we'll go back to doing other stuff," Abigail said.

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## 8.) Civilian Mariners Say Strict Navy Coronavirus Restrictions Are Unfair

By Joseph Shapiro, NPR, April 30, 2020

The Navy has ordered members of its Military Sealift Command — a group of civilian mariners who supply military vessels around the world — to stay on their ships in an effort to prevent outbreaks of the coronavirus. A "gangway up" order enforcing the lock-down was issued on March 21.

But more than 20 civilian mariners from ships on missions or in ports and naval bases around the world told NPR it's an overly harsh move, undercut by another decision to allow others — including Navy personnel and outside contractors — to come and go on the ships. The lock down only applies to civilian mariners. A similar order was not made for the Navy's military personnel.

Even when a ship is docked and on a Navy base, the civilian mariners, known as CIVMARS, say they can't leave to see family or go to previously planned medical appointments, and they say there isn't enough personal protective equipment to go around.

"I feel like a prisoner," says one man who can't leave a docked ship to go to his house, just a 10-minute drive away. He says family members of the crew come to the chain link fence at the edge of the pier, to talk or bring medicines and food.

The civilian mariners NPR spoke to said they feared retaliation and NPR agreed to identify them by their first names or not name them at all.

"I live in my office," says a chief mate on one ship. "I live with my coworkers. I eat every dinner, every meal with my boss. There's nowhere for us to go. We have no escape."

The order isn't a two-week quarantine of people who'd been exposed to the coronavirus. It's still in effect more than five weeks after it was issued and without a time limit. A senior MSC official, in sending the order, said the "unprecedented challenge" of the coronavirus required "swift implementation of actions that will protect the health of our afloat units and preserve our warfighting and humanitarian readiness."

And it's worked pretty well: In contrast to the USS Theodore Roosevelt, where almost 1000 sailors on a crew of about 4850 have tested positive, the virus has not spread through the command's ships.

But many of those civilian mariners are furious at the loss of their liberty and say it doesn't make sense that the "gangway up" order applies only to them, and that Navy personnel and contractors move on and off the ships. Three unions that represent them have filed a grievance against the Navy.

The MSC operates some 125 ships that supply the military, mostly Navy ships, around the world, with everything from fuel, food and ammunition. Some ships have civilian crews only, but in port can have Navy sailors and outside contractors on board. Other "hybrid ships" include both civilian mariners and Navy crew. CIVMARS also are key to shipyard repairs of the Navy's own aging fleet of ships.

When coronavirus broke out on the Roosevelt, after a port call in Vietnam, it was the crew on the nearby MSC cargo ship, the USNS Richard E. Byrd, that took the trash and contaminated equipment from the aircraft carrier, says John Konrad, a former oil rig captain who runs the maritime website gCaptain. Those CIVMARS, working with minimal personal protective gear or test kits, decontaminated and stored those items from the Roosevelt. No one on the civilian ship got sick.

Another outbreak was reported this week on the USS Kidd.

But on the MSC ships, which include the hospital ships USNS Mercy and Comfort that have

responded to the pandemic, there have been just a handful of cases of mariners being diagnosed with COVID-19, according to a spokesperson.

Still, to the civilian mariners, that protection has come with what they see as a double standard that comes down hardest on them.

One woman spoke from a ship in a West Coast port as she looked out the window. Some of the Navy crew, from the ship hers was supporting, were on the pier jogging. But she hadn't been allowed off her ship in five weeks. "As I'm looking out the window, I feel like a little child when my mother said, 'You can't go outside,' and I watched the other kids play," she says.

"You restrict our liberty, [in] the name of protecting us from coronavirus," says another CIVMAR. "But we are still exposed to the military personnel that go on and come back to work. And the contractors that have some jobs to do on the ship. They go home and they come back."

He says the Navy personnel and contractors don't always wear masks.

Everyone is screened before they get on a ship, mariners and the MSC report. Their temperature is taken. They're asked questions about symptoms and if they've been exposed to someone who's sick.

Two civilian mariners working at a Massachusetts shipyard have tested positive for COVID-19 in the last few days. Although the source of their exposure isn't certain, several outside contractors at the shipyard had tested positive earlier, says Tom Van Leunen, a spokesperson for the MSC. In addition, he notes, there have been a couple of confirmed cases of civilian mariners on the USNS Comfort, the hospital ship that is ending its deployment in New York.

The MSC says any shortages of protective gear are sporadic.

There are also few test kits, civilian mariners say, to determine if someone has the virus.

Many civilian mariners say they have access to N95 masks — at least in the last few weeks. Others, particularly those on ships now at sea, say they still can't get the proper protective gear.

Like one civilian mariner who works on a ship that's being repaired.

He says until he can get the proper mask, he's not going to wear any covering.

"I figure, if I've got to wear a cloth over my face like a bandit from the Old West, it's not really



worth it. Cause a piece of cloth is not going to stop a micro-organism that's airborne."

The unions are asking for proper gear. Also, in their legal grievance, for extra pay for those confined to their ships.

One veteran mariner, close to retirement, said the current friction reflects some simmering resentments of crew with management that have resulted from staff shortages and stalled promotions.

She notes that many CIVMARS are older — often veterans or retired military — in their 40s, 50s and early 60s. Many, because of age and underlying health conditions, are more at risk if they contract COVID-19. Those civilian mariners are in jeopardy because the policy allows younger Navy sailors freedom to come and go on those same ships. "They're allowed to go out and get sick and not make good choices," she says. "They're kids in the Navy."

Salvatore Mercogliano, a professor at Campbell University with an expertise in military and maritime history, says CIVMARS he has spoken to have mixed feelings about the lock down. Many appreciate that they've been kept safe from the coronavirus. But they're government employees, not military ones who are more used to restrictive orders from their superiors.

"It's very easy for the Navy to sit there and say, 'Hey, suck it up Mariners. We do this all the time.'" says Mercogliano. " Well, Navy sailors are paid 24/7, they get benefits that civilian mariners don't get," including veterans benefits when they leave the Navy.

"If you told any government employee," he says, "that they couldn't go home or they couldn't do anything, then they'd want to be paid for that."

Konrad thinks the MSC's quick and strict response to the pandemic could be a model, if it had been adopted by the Navy overall and the burden not left to CIVMARS alone. "These gangway up policies and extra procedures are working on board the MSC ships. They've been working on board for weeks." Similar policies, he says, may have prevented the widespread outbreak on the Roosevelt.

Meanwhile, the civilian mariners are frustrated as their movement is restricted. One working in an East Coast shipyard, notes the Navy's ban on alcohol on ships.

"I want to get off the ship," he says, "and go to a bar and drink a couple of beers and have some real food for a change."

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**From:** (b)(6)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Subject:** MSC News Clips May 1, 2020  
**Date:** Friday, May 1, 2020 6:48:16 AM

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Good Morning Admiral,

Today's news of interest:

- 1). The hospital ship USNS Comfort (T-AH 20) departed New York City, April 30, after supporting the Department of Defense's COVID-19 response efforts to New York and New Jersey residents during the coronavirus outbreak, as reported by the Navy News Stand.
- 2), According to USNI, civilian mariners are frustrated with stay-on-ship measures put in place to prevent COVID-19 outbreaks and their unions have filed a formal grievance with Military Sealift Command, even as MSC has been touting the extreme care it's taken to avoid getting its employees sick or spreading the illness to warships they resupply at sea.
- 3). In reporting on DVIDS, Military Sealift Command fleet replenishment oiler USNS Yukon (T-AO 202) conducted a consolidated cargo replenishment (CONSOL) at sea with the MSC long-term chartered motor tanker ship Empire State (T-AOT 5193) off the coast of Southern California April 25-26. The CONSOL was part of MSC's response to operating under COVID19 precautions.
- 4). The United States Navy will sponsor the 27th Rim of the Pacific exercise, Aug. 17-31, according to the Navy News Stand. Hosted by Commander, U.S. Pacific Fleet, this biennial maritime exercise will be an at-sea-only event in light of COVID-19 concerns. The theme of RIMPAC 2020 is "Capable, Adaptive, Partners."
- 5). Military Sealift Command Supply-Class fast combat support ship USNS Supply (T-AOE 6) completed an exercise with Arleigh Burke-class guided-missile destroyers USS Porter (DDG 80), USS Roosevelt (DDG 80), P-8A Poseidon from Patrol Squadron (VP) 4 and Italian Navy frigate ITS Federico Martinengo (F 596) in the Mediterranean Sea, in reporting by the Navy News Stand.
- 6). In reporting by U.S. 3rd Fleet Public Affairs, surgeons performed hospital ship USNS Mercy's (T-AH 19) first-ever pacemaker replacement surgery, April 29.

Have a great day MSC

V/R,

(b)(6)

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- 1). USNS Comfort Departs NYC Prepared for Future Tasking, Military Relief Efforts Continue  
From Commander, U.S. 2nd Fleet Public Affairs, April 30, 2020

NEW YORK (NNS) -- The hospital ship USNS Comfort (T-AH 20) departed New York City today, April 30, after supporting the Department of Defense's COVID-19 response efforts to New York and New Jersey residents during the coronavirus outbreak.

USNS Comfort has been at Pier 90 in New York City for a month, providing relief to a healthcare system stressed by the surge of COVID-19 patients. Even as USNS Comfort departs NYC, the ship and its embarked medical task force remain prepared for future tasking. The Navy, along with other U.S. Northern Command-dedicated forces, remains engaged throughout the nation in support of the broader COVID-19 response.

“USNS Comfort arrived in New York City to provide relief to frontline healthcare providers, and each patient who was brought aboard ensured one more bed was available in a local hospital,” said Vice Adm. Andrew Lewis, commander of U.S. 2nd Fleet and Maritime Component Element-East. “While the ship is departing New York City, make no mistake, the fight is not over, and we stand ready to support the response to COVID-19 in whatever capacity we are needed.”

Comfort, which arrived in New York City March 30, was originally tasked with providing care to non-COVID patients, bringing the first aboard on April 1. It quickly became apparent that in order to be of help to the city, Comfort needed to treat all patients, regardless of their COVID status. April 6, after being directed to accept COVID-positive patients and following a thorough assessment of the existing design of the ship, Military Sealift Command civil service mariners physically separated the hospital from the rest of the ship by cordoning off doors and ladder wells on the main deck; reconfiguring the ship to admit and treat all patients.

“This amazing crew of over 1,200 people treated 182 patients, of which approximately 70 percent were afflicted by COVID-19,” said Capt. Patrick Amersbach, commanding officer of the Comfort’s Medical Treatment Facility. “We were dedicated to providing the highest quality of care to each person who arrived to our hospital.”

In Comfort’s intensive care units, critical care nurses and respiratory technicians in particular worked together to provide constant care to many complex, high-acuity COVID-19 patients. Many of these patients suffered from rapid, multi-system organ failure requiring ventilator support.

“It is truly an honor and I am humbled to lead a team of world-class medical professionals,” said Amersbach. “We came together from different units across the nation and were able to quickly adapt to the rapidly changing environment. The training we receive is among the best in the world and enabled us to provide the highest quality care to the citizens of New York and New Jersey.”

More than 110 surgical procedures such as appendectomies, bronchoscopies, chest tube insertions, laparoscopic procedures, and tracheotomies were performed aboard. Additionally, the Comfort’s radiology technicians performed more than 540 x-rays and CT-scans, while the pharmacy department prepared more than 1,300 intravenous and oral medications for the patients who received care aboard this ship. The ship’s supply department ensured the distribution of ample personal protective equipment for all personnel, which were procured via a robust logistics system.

“The success of this mission in New York City hinged on coordination with FEMA, state and local officials and the partnership between Comfort, the Javits Center and hospitals across New York and New Jersey,” said Capt. Joseph O’Brien, mission commander of Task Force New York. “We all worked towards the common goal of ensuring that every patient who required care was able to receive it. The Comfort team is proud to help during these unprecedented times.”

Comfort is scheduled to return to Naval Station Norfolk, Va. where the ship will return to a “Ready 5” status to remain ready for future tasking for COVID-19 operations in support of FEMA.

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## 2). Civilian Mariners File Grievance Over Military Sealift Command COVID-19 Restrictions

By Megan Eckstein, USNI, April, 30, 2020

Civilian mariners are frustrated with stay-on-ship measures put in place to prevent COVID-19 outbreaks and their unions have filed a formal grievance with Military Sealift Command, even as MSC has been touting the extreme care it’s taken to avoid getting its employees sick or spreading the illness to warships they resupply at sea.

On March 21, MSC Commander Rear Adm. Michael Wettlaufer issued a “gangway up order,” stopping the movement of civilian mariners (CIVMARS) on and off the ship for those MSC ships pier-side in the United States.

When that order came out, many were caught off guard, Sal Mercogliano, a former MSC mariner and a history professor at Campbell University, explained to USNI News: civilian mariners couldn’t go home and pack a bag with more clothes, medicines and other necessities to live on the ship indefinitely, and even some cars were towed that

couldn't be moved in a timely manner.

Mercogliano said that typically civilian mariners would have work hours and liberty hours while in port, and they'd be allowed to go home, see their families, run errands during their liberty time. No movement off the vessel at all is allowed under the March 21 order.

The order had relatively little effect on those ships deployed around the globe, which have separately been told to limit port calls to only those necessary for resupply or maintenance, and to limit personnel movement off the ship even during those necessary stops.

But "if you're on an oiler in Norfolk, where a lot of those guys and women live," then the order is much tougher to take, Mercogliano said. Adding to the frustration is that the MSC CIVMARs cannot leave the ship, but uniformed military personnel and contractors are coming and going from the ship. Though they are supposed to be following Navy and Centers for Disease Control and Prevention (CDC) guidelines such as wearing personal protective equipment and social distancing, multiple CIVMARs sent USNI News anonymous emails saying they felt they were being kept prisoner in what was supposed to be a clean bubble but which actually wasn't a healthy environment due to the number of other people coming aboard every day.

Wettlaufer only has command of the civilian mariners in MSC and cannot set policy for uniformed sailors assigned to MSC ships as part of hybrid military/civilian crews, for example, or for other activities directed by local base and geographic fleet leaders. Mercogliano praised MSC's firm actions to limit the spread of the virus, but he said "the perception was that the same sort of orders weren't being applied even-handedly" to sailors and contractors and that "it creates a very almost second-class citizen situation onboard: they don't think they're being treated the same as other personnel onboard" in terms of their ability to see their families, take care of medical appointments and other needs.

As a result, the unions that represent these civilian mariners are taking action, as reported today in a Project on Government Oversight investigation.

According to one of the grievances, "The Marine Engineers' Beneficial Association (MEBA) hereby files this Association Grievance on behalf of all MEBA bargaining unit members adversely impacted by the arbitrary and capricious CIVMAR-only liberty restriction directed by MSC's gangway up order effected on 21 March 2020. ... All military personnel, MSC Port Engineers, other MSC, Navy, DOD civilians, contractors, and all other personnel across the MSC/Navy enterprise- except MSC CIVMARS – working in the same vicinity aboard USS and USNS ships and ashore are allowed to disembark and enjoy liberty after working hours."

It notes that MSC took actions beyond the recommendations of local and state health officials and that MSC CIVMARs were uniquely affected in a way that other military personnel and first responders were not. Other complaints include not being given time to take action before the order went into effect "to avoid having their vehicles towed from pier parking lots, running out of daily medications, to obtain personal hygiene products, to allow for trips to on-base NEX, etc;" not having restrictions applied to all personnel to achieve a full bubble of protection to keep the coronavirus out; not allowing CIVMARs to leave for urgent physical and mental health appointments; and not being allowed off the ship to obtain face masks but subsequently being told they must wear them, forcing some personnel to cut up their own clothing to make masks to stay safe and follow regulations.

"[MSC] may restrict CIVMAR liberty in unsafe conditions without entitled premium pay/liberty restriction pay. But if the restriction is not due to unsafe conditions (that is, is arbitrary and capricious), the shore-liberty restriction still stands, but MSC CIVMARS are entitled to premium pay/liberty restriction compensation pursuant to the parties' negotiated agreement," the grievance reads. However, USNI News understands that there is some dispute as to whether that confinement pay actually applies in this case, and that will be part of the litigation going forward.

USNI News reached out to the three unions representing CIVMARs, but none provided comment.

MSC Commander Wettlaufer told USNI News last week that the command "went as aggressively as we possibly could go very early to drive down the risk," and that the lack of cases of COVID-19 on deployed ships has proven "we have been doing all the right things."

To date, there are still no cases of COVID-19 on deployed ships in the Combat Logistics Force that delivers supplies and fuel to deployed warships, MSC spokesman Tom Van Leunen told USNI News today. Three cases have emerged on oiler USNS Leroy Grumman (T-AO 195), which is in Boston Ship Repair for maintenance, since the time of USNI News' interview with Wettlaufer. Two CIVMARs from hospital ship USNI Comfort (T-AH 20) contracted the disease in March, as the ship was getting prepped to set sail and head to New York, but those two have recovered, he said.

Van Leunen told USNI News today that "MSC mariners are administratively controlled by MSC, while sailors are administratively controlled by different Navy commands. MSC continues to work with the leadership of each of those ships to ensure all crewmembers, uniformed and civilian, are protected. This action protects our crews, limits COVID-19 outbreaks on our ships, and preserves the ability of our ships and crews to get underway and execute their worldwide missions."

Additionally, he said, "as for contractors, again we are doing everything we can to minimize the access of contractors to our ships unless absolutely necessary to repair or install critical equipment. All personnel accessing or embarking the ship are screened using an MSC Area Command-provided [area of operations]-specific COVID-19 screening questionnaire. Personnel who are identified as being at risk for COVID-19 infection are not permitted on board. Once aboard, PPE is required and the minimum number of personnel required to assist will accompany the contractor."

Wettlaufer said during the interview that MSC had invested in created a "bubble to bubble transfer" system that put CIVMARs in a 14-day quarantine period and then kept them isolated from the outside population while they made their way to their assigned ship. Van Leunen added today that MSC was using that transfer system to get shipboard reliefs for CIVMARs deployed worldwide out into theater.

Mercogliano noted that the CIVMARs often work on a ship for four months before having leave time, compared to only a month or two at sea in the commercial shipping industry, so any delay in getting a replacement aboard and being able to go home on leave may be more acutely felt.

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### 3). USNS Yukon Continues Logistics Support to Navy Thanks to Ability To Receive Fuel from Tanker Ship At Sea By Sarah Burford, Military Sealift Command Pacific Public Affairs, April 30, 2020

Military Sealift Command fleet replenishment oiler USNS Yukon (T-AO 202) conducted a consolidated cargo replenishment (CONSOL) at sea with the MSC long-term chartered motor tanker ship Empire State (T-AOT 5193) off the coast of Southern California April 25-26. The CONSOL was part of MSC's response to operating under COVID19 precautions.

During the CONSOL, Yukon received 335 thousand gallons of JP5 aviation fuel that will be transferred to Navy ships in the local area of operations.

According to Capt. Dan Glazier, Yukon's Civil Service Master, taking fuel from a tanker ship like Empire State allows Yukon, and other MSC ships, to stay at sea to refuel, rather than to come into a commercial fuel pier in port. Originally, the concept was developed to keep United States Ships out of foreign ports during times of conflict, but in today's world of COVID19, the technology allows a crew that is free from the virus, to stay underway and isolated at sea, while still having the ability to receive fuel and service the fleet.

"Keeping my crew healthy and safe is really a priority, especially during the COVID19 pandemic," said Glazier. "Being able to take fuel from the tanker is a good option for us when we need fuel for our customers, or when we need to stay out to sea."

As Glazier went on to explain, the tanker doesn't only supply fuel for customers, it can also provide fuel for the receiving ships to use as well, which is another way to ensure ships can stay underway indefinitely.

MSC reintroduced the ability to conduct tanker to oiler CONSOLS-at-sea in 2015. In the 1980s and 1990's, MSC chartered Champion Class tankers (T5 tankers) UNREPing Navy oilers was common place, especially in the Navy's 5th Fleet area of operations. With the switch to privately owned/Navy chartered tankers, Navy oilers refueling at

Navy owned fuel piers became the favored process. Civilian tanker ships, such as Empire State, still maintained the ability to fuel at sea; the demand for fuel consolidation (CONSOL) at sea declined. Reintroducing the technology is a way to utilize a flexible platform that allows MSC to operate world-wide in a variety of missions. Yukon's ability to receive fuel from Empire State is an example of the technology being put into use during a "real world" scenario.

Yukon isn't the only ship in the Pacific AOR to use this concept. USNS Henry J. Kaiser has also conducted CONSOL operations with Empire State in the COVID19 world.

According to Glazier, despite being at-sea for an extended period of time, moral on Yukon is high and his crew of highly professional civilian mariners understand the importance of the work they do to support the fleet.

"A lot of my crew has said they miss and worry about their families and want to go home," said Glazier," but they also understand that they have a job to do out here, and that the job is important to keeping our country safe and our Navy operating, so they are willing to make the sacrifices they have to, to make sure that mission continues." Yukon continues to provide logistics services to the Navy's Third Fleet in the Southern California area.

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4). Pacific Fleet to Host Rim of the Pacific Exercise in August  
From U.S. Pacific Fleet Public Affairs, April 30, 2020

The United States Navy will sponsor the 27th Rim of the Pacific exercise, Aug. 17-31.

Hosted by Commander, U.S. Pacific Fleet, this biennial maritime exercise will be an at-sea-only event in light of COVID-19 concerns. The theme of RIMPAC 2020 is "Capable, Adaptive, Partners."

The at-sea-only construct for RIMPAC 2020 was developed to ensure the safety of all military forces participating by minimizing shore-based contingents. Commander, U.S. Pacific Fleet crafted the modified RIMPAC plan as a way to conduct a meaningful exercise with maximum training value and minimum risk to the force, allies and partners, and the people of Hawaii.

The world's largest international maritime exercise, RIMPAC is designed to foster and sustain cooperative relationships, critical to ensuring the safety of sea lanes and security in support of a free and open Indo-Pacific region. The exercise, which takes place in the waters surrounding the Hawaiian islands, is a unique training platform designed to enhance interoperability and strategic maritime partnerships. In 2018, 26 nations participated in and around Hawaii.

"In these challenging times, it is more important than ever that our maritime forces work together to protect vital shipping lanes and ensure freedom of navigation through international waters," said Commander, U.S. Pacific Fleet Admiral John Aquilino. "And we will operate safely, using prudent mitigation measures."

As the U.S. Navy continues to limit the spread of COVID-19, RIMPAC 2020 is not scheduled to include social events ashore. Joint Base Pearl Harbor-Hickam will be accessible for logistics support, with a minimal footprint of staff ashore for command and control, logistics, and other support functions.

This year's exercise will include multinational anti-submarine warfare, maritime intercept operations, and live-fire training events, among other cooperative training opportunities. Continued planning will remain flexible as Navy leaders monitor and assess evolving circumstances.

"We remain committed to and capable of safeguarding allies and partners throughout the Indo-Pacific region," said Aquilino. "The flexible approach to RIMPAC 2020 strikes the right balance between combatting future adversaries and the COVID-19 threat."

RIMPAC 2020 will be led by Commander, U.S. 3rd Fleet, Vice Adm. Scott D. Conn.

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## 5). USNS Supply Refuels Italian Ship in Mediterranean Sea

By Travis Weger, MSCEURAF Public Affairs

Military Sealift Command Supply-Class fast combat support ship USNS Supply (T-AOE 6) completed an exercise with Arleigh Burke-class guided-missile destroyers USS Porter (DDG 80), USS Roosevelt (DDG 80), P-8A Poseidon from Patrol Squadron (VP) 4 and Italian Navy frigate ITS Federico Martinengo (F 596) in the Mediterranean Sea, April 23.

Supply provided support to ships through rapid refueling and replenishment-at-sea while U.S. and Italian Navy ships conducted training to enhance interoperability between the two nations.

Prior to the photo exercise, Martinengo requested fuel from Supply. One of the primary missions of Supply is to provide fuel to not only U.S. ships, but allied ships as well.

“Martinengo was in need of fuel and Supply was happy to provide,” said Second Officer Tegan Church. “We always enjoy working with foreign ships since their setup is different than our fleet.”

Church explained that Supply’s crew wanted to complete a refueling-at-sea with Martinengo to help enhance crew proficiency on refueling on different types of setups. She mentioned that no ship conducts a RAS the same, so performing these types of evolutions are beneficial to train the crew.

“It’s always nice to learn more,” said Church, “that helps us support more vessels in the future.”

The RAS went smoothly, according to Church.

“Their crew was professional, efficient and familiar with the process, making a simple evolution,” said Church. “It is always a pleasure to work with our NATO allies.”

The U.S. and Italy share strong relations, they are steadfast and active transatlantic NATO partners.

“Operations like these demonstrates Italy and the United States’ commitment to both our bilateral relationship and to the North Atlantic Treaty,” said Commodore, Military Sealift Command Europe and Africa (MSCEURAF) and Commander, Task Force 63 (CTF-63) Capt. Frank Okata. “It also allows them to stay at sea, build proficiency and remained focused on the mission.”

Supply’s to replenishment of these ships at sea not only provided greater flexibility for the ships to remain underway and on station for extended periods of time, but also provided additional measures to keep crews healthy during the COVID-19 global pandemic by eliminating potential exposures to the virus while in port.

Supply is one of MSC’s largest combat logistic ships. It delivers petroleum products, ammunition, food and other cargo to customer ships. The crew can move millions of gallons of fuel and a few hundred pallets daily to multiple ships.

“The crew onboard USNS Supply are what makes supporting these types of ships possible,” said Captain John Pritchett, Master of Supply. “Without their hard work and dedication, we wouldn’t be able to accomplish even a fraction of this. It is what we are here for.”

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## 6). USNS Mercy’s First-ever Pacemaker Surgery a Success

By Mass Communication Specialist 3rd Class Jake Greenberg, U.S. 3rd Fleet, April 30, 2020

Surgeons performed hospital ship USNS Mercy’s (T-AH 19) first-ever pacemaker replacement surgery, April 29.

A pacemaker relies on batteries to regulate the heart’s functions. When the batteries reach the end of their lifespan, the device, which is no larger than a sewing needle, needs to be replaced.

“In addition to a bad battery, the patient’s pacemaker’s leads, or wires, were dysfunctional,” said Cmdr. Andrew Kaplan, a cardiac electrophysiologist from Phoenix, who led the surgery.

After Kaplan made the initial incision, about half the size of a business card, he removed the pacemaker and accessed the patient’s left, subclavian vein to insert the new pacemaker lead using X-ray guidance, specifically a C-arm mobile X-ray system, to position the new lead into the right ventricle. The system provided real-time, internal video to surgeons via the X-ray system’s screens, which made this heart surgery minimally-invasive.

All medical personnel and support staff present in the operating room donned lead aprons and thoracic collars to shield themselves from unnecessary X-ray exposure.

During the surgery, the pacemaker’s manufacturer provided guidance to cardiologists aboard Mercy via proprietary software via a WiFi conference call, which allowed for the virtual presence of technicians. The highly-trained technicians are pacemaker-programming experts and pioneers in the field. They were able to view technical data, communicate and direct personnel in the operating room using this interface. Normally, representatives from the manufacturer would be present during pacemaker procedures, but due to safety restrictions, no outside personnel are allowed aboard Mercy.

Kaplan estimates that he has performed 10,000-15,000 similar surgeries, and credits the procedure’s success to cohesion between the Sailors embarked aboard Mercy.

“This successful surgery shows that we have the capability to bring state-of-the-art technology to patients, whether in a humanitarian capacity or Sailors in a crisis,” said Kaplan. “It demonstrates the ability that both active duty and reservist Sailors can quickly come together to create a highly-functional team in a safe manner aboard the ship.”

A reservist himself, Kaplan drills with Operational Health Support Unit San Diego (Detachment B), and has never worked with any of the other surgical team members before. “Both the cardio technologist, Hospital Corpsman 1st Class Amelia Ibrahim, and the other cardiologist, Cmdr. Travis Harrell, are assigned to Naval Medical Center San Diego,” said Kaplan.

Mercy deployed in support of the nation's COVID-19 response efforts, and serves as a referral hospital for non-COVID-19 patients currently admitted to shore-based hospitals.

This allows shore base hospitals to focus their efforts on COVID-19 cases. One of the Department of Defense's missions is Defense Support of Civil Authorities. DOD is supporting the Federal Emergency Management Agency, the lead federal agency, as well as state, local and public health authorities in helping protect the health and safety of the American people.

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V/R,

(b)(6)  
Public Affairs Specialist  
U.S. Navy's Military Sealift Command

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**From:** [Van Leunen, Thomas P CIV USN COMSC NORFOLK VA \(USA\)](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#); [Cade, Steven C SES USN \(USA\)](#)  
**Cc:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); (b)(6)  
**Subject:** N02P Daily Summary - 28 Apr 20  
**Date:** Tuesday, April 28, 2020 4:34:58 PM

---

Admiral,

**Challenges/Questions/Reminders:**

(b) (5)

**What's Complete:**

- RTQ for POGO/NPR re: Gangway Up

**What's Pending:**

(b) (5)

VR Tom

Tom Van Leunen  
Military Sealift Command  
Director, Congressional & Public Affairs

(b)(6) (W)

(b)(6) (C)

**From:** [Van Leunen, Thomas P CIV USN COMSC NORFOLK VA \(USA\)](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#); [Cade, Steven C SES USN \(USA\)](#)  
**Cc:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); (b)(6)  
**Subject:** N02P Daily Summary  
**Date:** Monday, April 27, 2020 4:32:31 PM

---

Admiral,

**Challenges/Questions/Reminders:**

(b) (5)

**What's Complete:**

- Gangway Up Briefing Card
- LRG COVID-19 Case briefing card

**What's Pending:**

(b) (5)

VR Tom

Tom Van Leunen  
Military Sealift Command  
Director, Congressional & Public Affairs

(b)(6) (W)

(b)(6) (C)

**From:** [Van Leunen, Thomas P CIV USN COMSC NORFOLK VA \(USA\)](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** [Cade, Steven C SES USN \(USA\)](#); [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#); (b)(6); [Thayer, Christopher D SES USN COMSC NORFOLK VA \(USA\)](#); [Taylor, John R \(Jack\) SES USN COMSC NORFOLK VA \(USA\)](#); (b)(6); (b)(6); (b)(6); (b)(6); [Clark, Robert T RDML USN \(USA\)](#)  
**Subject:** POGO Q/A  
**Date:** Tuesday, April 28, 2020 4:58:41 PM  
**Attachments:** [Project on Government Oversight RTQs - 28 Apr v5 clean.docx](#)

---

Admiral,

As discussed, this is the final Q/A I sent to POGO. FFC and CHINFO are aware of the query.

VR Tom

Tom Van Leunen  
Military Sealift Command  
Director, Congressional & Public Affairs

(b)(6) (W)

(b)(6) (C)

**1. Why does the gangway's up order only apply to CIVMARS?**

This order applies to both civil service mariners and contract mariners, as well as other embarked personnel on board MSC vessels. In an effort to protect the health and safety of our people, execute effective counter-COVID tactics, and preserve response options for our Nation, on March 21, 2020, Military Sealift Command issued a Fleet-wide suspension of all liberty and leave for personnel assigned to MSC ships worldwide. The order was effective immediately. This order applies to all Government-owned/Government-operated and Government-owned/Contractor-operated vessels as well as long-term time-chartered vessels operated under MSC contracts.

**2. Mariners have stated that the order has left them unable to obtain basic necessities, including tampons and other hygiene products. What should they do?**

Ship masters have the authority in coordination with MSC Area Commanders to accommodate requests for non-liberty exceptions such as medical visits and shipboard logistics including trips to obtain health and comfort items. These exceptions are being granted regularly.

**3. How much time did CIVMARs have between the announcement and the gangways up order? Did it vary for different ships?**

See response to question 1 above.

**4. Do you know if anyone has violated the order? If so, did they face discipline?**

Our mariners understand the necessity of this order and its importance to the health and safety of their fellow crewmates. It is inappropriate to discuss personnel matters.

**5. CIVMARs themselves, as well as the union, have asked the order be changed — either apply to everyone on ships, or withdraw the order. Why have you chosen to stick with the initial order?**

We are confident the order is effective in reducing the spread of coronavirus on MSC ships.

**6. If the order has created confinement circumstances for CIVMARs, why aren't they receiving confinement pay? Are you aware of instances in the past when they have received this pay?**

Matters concerning pay are currently being grieved by MSC labor unions and it is inappropriate to comment.

**7. We described the order to an epidemiologist who told us that the measures don't make a lot of sense unless they apply to everyone, even with the temperature checks for other personnel coming on board. COVID-19 can be carried by individuals who show no symptoms. By allowing contractors and other personnel onto the ship, does that not endanger the health of the CIVMARS who aren't allowed to leave?**

Our goal is not to eliminate risk but to take reasonable and prudent measures to reduce risk. This order eliminates the risk of our personnel being exposed to COVID-19 while off the ship. To

control the risk of exposure on the ship, all personnel accessing the ship are screened using an MSC Area Command provided AOR-specific COVID-19 screening questionnaire. Personnel who are identified as being at risk for COVID-19 infection are not permitted on board. Every effort is made to preserve a virus-free environment by practicing social distancing, wearing appropriate personal protection equipment (PPE), washing hands, and following the technical guidance for the cleaning/sanitization of shipboard spaces, machinery and cargo. As an example, if a contractor must come aboard to provide needed repairs or technical assistance, every effort is made to limit the movements and interactions with these contractors.

**8. CIVMARS at all levels are worried about retribution if they speak out about this situation. What is MSC doing to ensure CIVMARS can speak their minds without risking their careers?**

All MSC employees have the right and opportunity to raise concerns through their chain of command without fear of retribution. Our priorities remain focused on sustaining the warfighting readiness of the Fleet and the joint force we support, MSC mission assurance, and the safety and health of our workforce and we welcome any suggestions on lessons learned or better ways to accomplish our mission.

**9. Did CIVMARS have PPE when the order was put into place? Is it true that it took a month?**

The quick spread of the COVID-19 is unprecedented. As we are finding with all institutions including hospitals, industry and government, on-hand supplies of PPE varied based on location, organization and need. All MSC ships have the core Medical Equipment Allowance List items on board, which includes N95 masks and protective gloves and cleaning supplies to enable them to conduct enhanced sanitation. Additionally, all ships have a Force Health Protection Equipment Allowance that was activated at the time the pandemic was declared for additional protective equipment and supplies. MSC continues to order and execute prioritized delivery of PPE to afloat and ashore units.

**10. What accommodations are available to CIVMARS with health conditions that put them at additional risk for COVID?**

All of our civil service mariners are screened by our MSC Medical Department in accordance with U.S. Coast Guard and MSC policies prior to being assigned to a ship. They must also regularly pass a physical. The policy of limiting personnel going on and off the ships is one way we are reducing risk to our Mariner workforce. Others methods include the use of PPE and increased daily sanitation of workspaces as well as increased personnel hygiene and social distancing where practicable. We are concerned about the safety and well-being of all of our mariners. Our aggressive mitigation strategies are designed to prevent the spread of infection onboard our vessels, which protects everyone.

**11. How many CIVMARS have tested positive?**

To date, MSC has had five civil service mariners out of a pool of more than 5,400 test positive for COVID-19, four aboard MSC ships indicating that the health and safety policies are working, reducing the spread of the virus among our crews thus making them available and ready to conduct missions vital to our national security.

**12. I'm writing to attempt to confirm that a civilian mariner and a contractor have tested positive aboard the Grumman.**

MSC had two civil service mariners assigned to fleet replenishment ship USNS Leroy Grumman test positive for COVID-19. Mariners assigned to USNS Leroy Grumman are living in a hotel outside the shipyard as the ship is undergoing scheduled maintenance in a shipyard and not habitable. The status of any contractors would need to be answered by Boston Ship Repair.

**13. What is the crew doing to prevent further spread? Will all of the crew be tested?**

A full medical evaluation along with contact tracing is being conducted to determine the number of additional people having close contact with the individuals who tested positive. Those personnel identified to have had close contact will be isolated in Restriction of Movement (ROM) status for a period of at least 14 days in accordance to Centers for Disease Control guidelines. Personnel placed in ROM remain in a pay status. All MSC personnel have been instructed on techniques to limit the spread of the virus including hand washing and avoiding contact between hands and face, social distancing, and other tactics.

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Morris, Michael C SES USN \(USA\)](#)  
**Subject:** RE: APACHE MASTER REPORTS CIVMAR OFFSHIP INTERVIEW WITH WAVY TV 10 REPORTER  
**Date:** Tuesday, April 21, 2020 11:50:00 AM

---

Fascinating.

Thanks Mike

---

**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Tuesday, April 21, 2020 11:26 AM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** RE: APACHE MASTER REPORTS CIVMAR OFFSHIP INTERVIEW WITH WAVY TV 10 REPORTER

Steve,

Called Kate DeM. about 30 minutes ago and shared the following:

(b)(5)

[REDACTED]

V/R, --MM

---

**From:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)  
(b)(6)  
**Sent:** Tuesday, April 21, 2020 10:59 AM  
**To:** Cade, Steven C SES USN (USA) (b)(6); Morris, Michael C SES USN (USA)  
(b)(6)  
**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6) (b)(6)  
(b)(6)  
**Subject:** RE: APACHE MASTER REPORTS CIVMAR OFFSHIP INTERVIEW WITH WAVY TV 10 REPORTER

Steve,

(b)(5)

[REDACTED]

(b)(5)

V/R,

Kate

---

**From:** Cade, Steven C SES USN (USA) (b)(6)

**Sent:** Tuesday, April 21, 2020 10:56 AM

**To:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)

(b)(6)

; Morris, Michael C SES USN (USA)

(b)(6)

**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA)

(b)(6)

(b)(6)

(b)(6)

**Subject:** FW: APACHE MASTER REPORTS CIVMAR OFFSHIP INTERVIEW WITH WAVY TV 10 REPORTER

(b)(5)

---

**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Tuesday, April 21, 2020 10:02 AM

**To:** (b)(6) DeMane, Mary Kathleen (Kate) SES  
USN COMSC NORFOLK VA (USA) (b)(6); (b)(6)

(b)(6)

Van Leunen, Thomas P CIV USN COMSC NORFOLK VA

(USA)

(b)(6)

(b)(6)

(b)(6)

**Cc:** Cade, Steven C SES USN (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA)

(b)(6)

(b)(6)

(b)(6)

**Subject:** RE: APACHE MASTER REPORTS CIVMAR OFFSHIP INTERVIEW WITH WAVY TV 10 REPORTER

(b)(5)

VR

Wett

---

**From:** (b)(6)

**Sent:** Tuesday, April 21, 2020 10:00 AM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Cc:** Cade, Steven C SES USN (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA)

(b)(6)

(b)(6)

(b)(6)

**Subject:** APACHE MASTER REPORTS CIVMAR OFFSHIP INTERVIEW WITH WAVY TV 10 REPORTER



Sir,

Who: USNS APACHE

What: MSCLANT notified by APACHE that a crewmember reported giving an interview to WAVY TV 10 regarding leave/liberty restrictions (gangway up order)

Where: Norfolk, Virginia

When: On or about 20 April

Why: Notification. CIVMAR is still onboard APACHE. Member has been onboard APACHE for 18 months and is scheduled to be paid off next week. MSCLANT PAO in contact with MSC HQ public affair. N1 team also notified.

\*\*\*\*\*

(b)(5)



Very respectfully,

(b) (6)

CAPT, USN

Commodore, MSCLANT/CTF-83/CTF-42

Office: (b)(6)

Cell: (b)(6)

(b)(6)

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Morris, Michael C SES USN \(USA\)](#); [Van Leunen, Thomas P CIV USN COMSC NORFOLK VA \(USA\)](#); [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#)  
**Subject:** RE: CIVMAR LIBERTY RESTRICTION (ADVOCACY - POC) / 04.22.2020  
**Date:** Thursday, April 23, 2020 2:36:00 PM

---

Thanks Mike

---

**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Wednesday, April 22, 2020 6:19 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6); Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) (b)(6); DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6)  
**Subject:** FW: CIVMAR LIBERTY RESTRICTION (ADVOCACY - POC) / 04.22.2020

(b)(5)

For your awareness.

V/R, Mike M.

---

**From:** (b)(6)  
**Sent:** Wednesday, April 22, 2020 5:03 PM  
**To:** Morris, Michael C SES USN (USA) (b)(6); (b)(6)  
(b)(6)  
**Subject:** RE: CIVMAR LIBERTY RESTRICTION (ADVOCACY - POC) / 04.22.2020

(b)(5)

---

**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Wednesday, April 22, 2020 3:40 PM  
**To:** (b)(6); (b)(6)  
(b)(6)  
**Subject:** FW: CIVMAR LIBERTY RESTRICTION (ADVOCACY - POC) / 04.22.2020

Fyi.

---

**From:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) (b)(6)

**Sent:** Wednesday, April 22, 2020 2:12 PM

**To:** (b)(6) (b)(6)

(b)(6) DeMane, Mary Kathleen  
(Kate) SES USN COMSC NORFOLK VA (USA) <mary.k.demane@navy.mil>; (b)(6)

(b)(6)

(b)(6); Morris, Michael C SES USN (USA) (b)(6)

**Subject:** RE: CIVMAR LIBERTY RESTRICTION (ADVOCACY - POC) / 04.22.2020

(b) (5)

Thanks and VR, Tom

---

**From:** (b)(6)

**Sent:** Wednesday, April 22, 2020 1:46 PM

**To:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) (b)(6)

(b)(6) DeMane, Mary

Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6) (b)(6)

(b)(6) (b)(6)

(b)(6); Morris, Michael C SES USN (USA) (b)(6)

**Subject:** FW: CIVMAR LIBERTY RESTRICTION (ADVOCACY - POC) / 04.22.2020

ALCON,

Please see e-mail below from Union providing investigative reporters contact information to CIVMARs.

V/r-- (b)(6)

---

**From:** (b)(6)

**Sent:** Wednesday, April 22, 2020 5:32 PM

(b)(6)

(b)(6)

(b)(6)

(b)(6)

**Subject:** CIVMAR LIBERTY RESTRICTION (ADVOCACY - POC) / 04.22.2020

ALCON –

CIVMAR LIBERTY RESTRICTION (ADVOCACY - POC) / 04.22.2020

Please see below – regarding CIVMAR Liberty Restrictions.

---

**From:** (b)(6)

**Sent:** Wednesday, April 22, 2020 9:37 AM

**To:** (b)(6)

**Subject:** [Non-DoD Source] Fw: Request for members to contact media and POGO

----- Forwarded message -----

**From:** (b)(6)

**Sent:** Wednesday, 22 April 2020, 09:13:01 am GMT-7

**Subject:** Request for members to contact media and POGO

Please know that investigative reporters are interested in speaking to CIVMARS to determine how they can engage/advocate, as well as to run stories regarding the hardships being realized by the CIVMAR-only liberty restrictions. Contact info is below:

Jason Paladino, Project on Govt Oversight (POGO) Nat'l Security  
Investigative Reporter [jpaladino@pogo.org](mailto:jpaladino@pogo.org) (530-414-1459)

Margaret Kavanagh, WTKR Norfolk News  
[MARGARET.KAVANAGH@WTKR.COM](mailto:MARGARET.KAVANAGH@WTKR.COM) (757-377-7592)

**From:** (b)(6)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#) (b)(6)  
**Cc:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); (b)(6) [Cade, Steven C SES USN \(USA\)](#)  
**Subject:** RE: Exception Request - Diego Garcia specific  
**Date:** Tuesday, April 7, 2020 10:00:05 AM

---

(b)(6)

(b)(5)

Vr,

(b)(6)

(b) (5), (b) (6)

Military Sealift Command

Office: (b)(6)

Cell: (b)(6)

---

**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Tuesday, April 7, 2020 9:54 AM

**To:** (b)(6)

**Cc:** (b) (6) Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b) (6); (b) (6); Cade,  
Steven C SES USN (USA) (b)(6)

**Subject:** Exception Request - Diego Garcia specific

(b)(6)

(b) (5)

VR

Wett

---

**From:** (b)(6)

**Sent:** Tuesday, April 7, 2020 9:45 AM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Cc:** (b) (6); Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b) (6)

**Subject:** Gangway Up Exception Request - Diego Garcia specific

Admiral,

Good morning, sir from anchorage off of the UAE. (b) (5)

[REDACTED]

[REDACTED]

(b) (5)

[REDACTED]

(b) (5), (b) (6)

[REDACTED]

(b) (5)

[REDACTED]

- (b) (5)

[REDACTED]

- (b) (5)

[REDACTED]

- (b) (5)

[REDACTED]

(b)(5)

- (b) (5)
- (b) (5)
- (b) (5)

Standing by for any thoughts, questions, or concerns. Thank you for your consideration, Admiral.

V/r,  
(b)(6)

(b)(6)  
Commodore, MPSRON TWO  
Embarked USNS LEWIS AND CLARK (T-AKE 1)  
NIPR: (b)(6)  
SIPR: (b)(6)

**From:** (b)(6)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** (b)(6) [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#);  
(b)(6) [Cade, Steven C SES USN \(USA\)](#)  
**Subject:** RE: Exception Request - Diego Garcia specific  
**Date:** Tuesday, April 7, 2020 10:14:32 AM

---

Admiral,

Will do sir. Thank you.

(b) (5)

V/r, (b)(6)

(b)(6)  
Commodore, MPSRON TWO  
Embarked USNS LEWIS AND CLARK (T-AKE 1)  
NIPR: (b)(6)  
SIPR: (b)(6)

-----Original Message-----

**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)  
(b)(6)  
**Sent:** Tuesday, April 07, 2020 5:54 PM  
**To:** (b)(6)  
**Cc:** (b)(6) [Lynch, Hans E CAPT USN DCNO N9](#)  
(b)(6) [Cade, Steven C SES USN \(USA\)](#)  
**Subject:** Exception Request - Diego Garcia specific

(b)(6)

(b) (5)

VR

Wett

**From:** (b)(6)  
**Sent:** Tuesday, April 7, 2020 9:45 AM  
**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA) (b)(6)  
**Cc:** (b)(6) (b)(6); Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b)(6); (b)(6)  
**Subject:** Gangway Up Exception Request - Diego Garcia specific

Admiral,



Good morning, sir from anchorage off of the UAE.

(b) (5)

(b) (5), (b) (6)

(b) (5)

(b) (5)

(b) (5)

(b) (5)

(b) (5)

(b) (5)

- (b) (5)

- (b) (5)

Standing by for any thoughts, questions, or concerns. Thank you for your consideration, Admiral.

V/r,

(b)(6)

(b)(6)

Commodore, MPSRON TWO

Embarked USNS LEWIS AND CLARK (T-AKE 1)

NIPR: (b)(6)

SIPR: (b)(6)

**From:** (b)(6)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); (b)(6)  
(b)(6) [Cade, Steven C SES USN \(USA\)](#)  
**Subject:** RE: Exception Request - Diego Garcia specific  
**Date:** Thursday, April 9, 2020 11:08:58 AM

---

Admiral,

Sir, you got it. Oversight is cardinal.

V/R,

(b)(6)

Commander Task Force SIX THREE (CTF 63)  
and Military Sealift Command Europe and Africa (COMSCEURAF)

Office: (b)(6)

DSN: (b)(6)

Cell (1): (b)(6)

Cell (2): (b)(6) \*

Home: (b)(6)

VOSIP: (b)(6)

e-mail: (b)(6)  
(b)(6)

\* Please note change to contact info. Please try Cell (2) if there is no answer on Cell (1)

No cell phones are allowed in CTF-63/ MSCEURAF spaces.

-----Original Message-----

**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Thursday, April 9, 2020 5:00 PM

**To:** (b)(6)

**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6); (b)(6)

(b)(6)

Cade, Steven C SES USN (USA)

(b)(6)

**Subject:** RE: Exception Request - Diego Garcia specific

(b)(6)

Share with me before any execution decision please.

VR

Wett

-----Original Message-----

**From:** (b)(6)

**Sent:** Thursday, April 9, 2020 10:57 AM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6); (b)(6)

(b)(6)

Cade, Steven C SES USN (USA)

(b)(6)

(b)(6)

Subject: RE: Exception Request - Diego Garcia specific

Admiral Wettlaufer,

Good afternoon Sir. Thank you for sharing. (b)(5)

V/R,

(b)(6)

Commander Task Force SIX THREE (CTF 63)  
and Military Sealift Command Europe and Africa (COMSCEURAF)

Office: (b)(6)

DSN: (b)(6)

Cell (1): (b)(6)

Cell (2): (b)(6) \*

Home: (b)(6)

VOSIP: (b)(6)

e-mail: (b)(6)

(b)(6)

\* Please note change to contact info. Please try Cell (2) if there is no  
answer on Cell (1)

No cell phones are allowed in CTF-63/ MSCEURAF spaces.

-----Original Message-----

From: Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

Sent: Thursday, April 9, 2020 4:41 PM

To: (b)(6)

(b)(6)

Cc: Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6); (b)(6)

(b)(6)

Cade,

Steven C SES USN (USA) (b)(6)

Subject: FW: Exception Request - Diego Garcia specific

(b)(6)

(b)(6) (b)(5)

VR

Wett

From: Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

Sent: Tuesday, April 7, 2020 9:54 AM

To: (b)(6)

Cc: (b)(6)

(b)(6) Lynch, Hans E CAPT USN DCNO N9 (USA)  
(b)(6) : (b)(6)  
(b)(6) ; Cade, Steven C SES USN (USA)  
(b)(6)  
Subject: Exception Request - Diego Garcia specific

(b)(6)

(b) (5)

VR

Wett

From: (b)(6)  
Sent: Tuesday, April 7, 2020 9:45 AM  
To: Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)  
(b)(6)  
Cc: (b) (6)  
(b) (6) ; Lynch, Hans E CAPT USN DCNO N9 (USA)  
(b) (6)  
Subject: Gangway Up Exception Request - Diego Garcia specific

Admiral,

Good morning, sir from anchorage off of the UAE. (b) (5)

(b) (5)

(b) (5)

(b) (5), (b) (6)

(b) (5)

- (b) (5)

- (b) (5)

- (b) (5)

- (b) (5)

- (b) (5)

(b) (5)

- (b) (5)

Standing by for any thoughts, questions, or concerns. Thank you for your consideration, Admiral.

V/r,

(b)(6)

(b)(6)

Commodore, MPSRON TWO

Embarked USNS LEWIS AND CLARK (T-AKE 1)

NIPR: (b)(6)

SIPR: (b)(6)

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** (b)(6)  
**Subject:** RE: Exception Request - Diego Garcia specific  
**Date:** Tuesday, April 7, 2020 5:36:00 PM

(b)(5)

**From:** (b)(6)  
**Sent:** Tuesday, April 7, 2020 5:34 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** RE: Exception Request - Diego Garcia specific

(b)(5)

Sent with BlackBerry Work  
(www.blackberry.com)

**From:** Cade, Steven C SES USN (USA) (b)(6)  
**Date:** Tuesday, Apr 07, 2020, 4:53 PM  
**To:** (b)(6)  
**Subject:** RE: Exception Request - Diego Garcia specific

(b)(5)

**From:** (b)(6)  
**Sent:** Tuesday, April 7, 2020 10:00 AM  
**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)  
(b)(6); (b)(6)  
**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6); (b)(6);  
Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** RE: Exception Request - Diego Garcia specific

(b)(6)

(b)(5)

Vr

(b)(6)

(b)(6)



(b) (6)  
(b) (6)

Military Sealift Command

Office: (b) (6)

Cell: (b) (6)

---

**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b) (6)

**Sent:** Tuesday, April 7, 2020 9:54 AM

**To:** (b) (6)

**Cc:** (b) (6) Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b) (6); (b) (6) Cade,  
Steven C SES USN (USA) (b) (6)

**Subject:** Exception Request - Diego Garcia specific

(b) (6)  
(b) (5)  
(b) (6)  
(b) (6)  
(b) (6)

VR

Wett

---

**From:** (b) (6)

**Sent:** Tuesday, April 7, 2020 9:45 AM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b) (6)

**Cc:** (b) (6) Lynch,  
Hans E CAPT USN DCNO N9 (USA) (b) (6); (b) (6)  
(b) (6)

**Subject:** Gangway Up Exception Request - Diego Garcia specific

Admiral,

Good morning, sir from anchorage off of the UAE. (b) (5)

(b) (6)

(b) (6)

(b) (6)

(b) (5)

[Redacted]

(b) (5), (b) (6)

[Redacted]

(b)(5)

[Redacted]

- (b)(5)

[Redacted]

- (b)(5)

[Redacted]

- (b)(5)

[Redacted]

- (b)(5)

[Redacted]

- (b) (5)

[Redacted]

- (b)(5)

[Redacted]

Standing by for any thoughts, questions, or concerns. Thank you for your

consideration, Admiral.

V/r,

(b)(6)

(b)(6)

Commodore, MPSRON TWO

Embarked USNS LEWIS AND CLARK (T-AKE 1)

NIPR: (b)(6)

SIPR: (b)(6)

**From:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#)  
**To:** [Van Leunen, Thomas P CIV USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** [Clark, Robert T RDML USN \(USA\)](#); [Cade, Steven C SES USN \(USA\)](#); [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#); (b)(6); (b)(6); (b)(6); (b)(6); (b)(6); [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); (b)(6); (b)(6); (b)(6)  
**Subject:** RE: Follow on Requests re: Gangway Up (CNN & USNI)  
**Date:** Thursday, April 30, 2020 11:41:17 AM

---

Thanks Tom. (b)(5)  
VR  
Wett

---

**From:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) (b)(6)  
**Sent:** Thursday, April 30, 2020 11:38 AM  
**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA) (b)(6)  
**Cc:** Clark, Robert T RDML USN (USA) (b)(6); Cade, Steven C SES USN (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6); Morris, Michael C SES USN (USA) (b)(6); (b)(6); (b)(6); (b)(6); (b)(6); (b)(6); DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6); (b)(6); (b)(6); (b)(6); (b)(6)  
**Subject:** Follow on Requests re: Gangway Up (CNN & USNI)

Sir,

FYSA, I just got off the phone with Barb Starr (CNN Pentagon). They may do a short reader throughout the day on their coverage of the corona virus and the military reaction to it. Will probably be part of a bigger piece on CFT departure, Javits closure and other DOD actions.

Megan Eckstein would like to do a follow on to her piece that ran today to focus more on the Gangway Up initiative. I will talk to her later this morning.

VR Tom

Tom Van Leunen  
Military Sealift Command  
Director, Congressional & Public Affairs

(b)(6) (W)  
(b)(6) (C)

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Morris, Michael C SES USN \(USA\)](#); [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#)  
**Subject:** RE: FORMAL UNION GRIEVANCES "OVER GANGWAY UP" POLICY  
**Date:** Thursday, April 16, 2020 11:22:00 AM

---

Copy.

(b)(5)



---

**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Thursday, April 16, 2020 10:01 AM  
**To:** Cade, Steven C SES USN (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6); DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6)  
**Subject:** FORMAL UNION GRIEVANCES "OVER GANGWAY UP" POLICY

Steve, COS, Kate,

(b)(5)



(b)(5)



V/R, ---Mike M.

**From:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#)  
**To:** (b)(6)  
**Subject:** RE: MCE EAST MCE-E DSCA RETROGRADE OF USNS COMFORT\*\*INPUTS REQUESTED  
**Date:** Monday, April 27, 2020 8:58:00 AM

---

(b)(6)

(b)(5)

V/R,

Hans

Hans E. Lynch  
CAPT USN  
Military Sealift Command  
Chief of Staff

(b)(6) (office)  
(b)(6) (cell)

-----Original Message-----

**From:** (b)(6)  
**Sent:** Monday, April 27, 2020 8:36 AM  
**To:** (b)(6)  
**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)  
**Subject:** RE: MCE EAST MCE-E DSCA RETROGRADE OF USNS COMFORT\*\*INPUTS REQUESTED

(b)

Good morning,

I will sync with Hans on this today.

(b)(5)

(b) (5)

Thanks

Very respectfully,

(b) (6)

CAPT, USN

Commodore, MSCLANT/CTF-83/CTF-42

Office: (b)(6)

Cell: (b)(6)  
(b)(6)

-----Original Message-----

From: (b)(6)

Sent: Saturday, April 25, 2020 4:09 PM

To: (b)(6)

Cc: Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6)

Subject: RE: MCE EAST MCE-E DSCA RETROGRADE OF USNS COMFORT\*\*INPUTS  
REQUESTED

CDRE,

(b) (5)

Interested in your thoughts

V/R

(b)(6)

(b) (6)

CAPT USN

Commander, Amphibious Squadron SIX

Embarked USNS Comfort

Pers Cell: (b)(6)

(b)(6)

(b)(6)



**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Taylor, John R \(Jack\) SES USN COMSC NORFOLK VA \(USA\)](#); [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#); [Thayer, Christopher D SES USN COMSC NORFOLK VA \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#); [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#)  
**Cc:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); (b)(6)  
**Subject:** RE: message to Masters  
**Date:** Thursday, April 16, 2020 11:55:00 AM

---

(b)(5)

VR,  
Steve

---

**From:** Taylor, John R (Jack) SES USN COMSC NORFOLK VA (USA) (b)(6)  
**Sent:** Thursday, April 16, 2020 7:19 AM  
**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA) (b)(6); Cade, Steven C SES USN (USA) (b)(6); Thayer, Christopher D SES USN COMSC NORFOLK VA (USA) (b)(6); Morris, Michael C SES USN (USA) (b)(6); DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6)  
**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)  
**Subject:** RE: message to Masters

(b)(5)

(b)(5)



---

**From:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Wednesday, April 15, 2020 5:46 PM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

; Cade, Steven C SES USN (USA)

(b)(6)

Thayer,

Christopher D SES USN COMSC NORFOLK VA (USA)

(b)(6)

; Taylor, John R

(Jack) SES USN COMSC NORFOLK VA (USA)

(b)(6)

; Morris, Michael C SES USN (USA)

(b)(6)

**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA)

(b) (6)

(b)(6)

**Subject:** RE: message to Masters

(b)(5)

---

**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Wednesday, April 15, 2020 5:08 PM

**To:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)

(b)(6)

Cade, Steven C SES USN (USA) (b)(6); Thayer, Christopher D SES USN COMSC NORFOLK VA (USA) (b)(6); Taylor, John R (Jack) SES USN COMSC NORFOLK VA (USA) (b)(6); Morris, Michael C SES USN (USA)

(b)(6)

**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)

**Subject:** message to Masters

Team,

Please take a look at the attached. I intend to send a short email acknowledging their efforts and need to stay the course.

VR

Wett

RADM Mike Wettlaufer

Commander, Military Sealift Command

(b)(6)

(b)(6)

**From:** [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#)  
**To:** [Wettlaufer, Michael A \(Mike\) RADM USN COMSC NORFOLK VA \(USA\)](#); [Cade, Steven C SES USN \(USA\)](#); [Taylor, John R \(Jack\) SES USN COMSC NORFOLK VA \(USA\)](#); [Thayer, Christopher D SES USN COMSC NORFOLK VA \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#)  
**Cc:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); (b) (6)  
**Subject:** RE: message to Masters  
**Date:** Thursday, April 16, 2020 2:19:58 PM

---

(b)(5)

V/R,

Kate

---

**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)  
(b)(6)  
**Sent:** Thursday, April 16, 2020 1:43 PM  
**To:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)  
(b)(6); Cade, Steven C SES USN (USA) (b)(6); Taylor, John R (Jack) SES USN COMSC NORFOLK VA (USA) (b)(6); Thayer, Christopher D SES USN COMSC NORFOLK VA (USA) (b)(6); Morris, Michael C SES USN (USA) (b)(6)  
**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6)  
(b)(6)  
(b)(6)  
(b)(6)  
(b)(6)  
(b)(6)  
**Subject:** RE: message to Masters

All,

Attached is my latest based on your inputs and suggestions. Thank you.

(b) (5)

VR  
Wett

---

**From:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Thursday, April 16, 2020 1:02 PM

**To:** Cade, Steven C SES USN (USA) (b)(6); Taylor, John R (Jack) SES USN COMSC  
NORFOLK VA (USA) (b)(6) Wettlaufer, Michael A (Mike) RADM USN COMSC  
NORFOLK VA (USA) (b)(6); Thayer, Christopher D SES USN COMSC  
NORFOLK VA (USA) (b)(6); Morris, Michael C SES USN (USA)

(b)(6)

**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6)

[REDACTED]

**Subject:** RE: message to Masters

(b) (5), (b) (6)

V/R,

Kate DeMane  
Counsel

Military Sealift Command  
Norfolk, Virginia

(b)(6)

(b)(6)

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---

**From:** Cade, Steven C SES USN (USA) (b)(6)

**Sent:** Thursday, April 16, 2020 11:56 AM

**To:** Taylor, John R (Jack) SES USN COMSC NORFOLK VA (USA) (b)(6); Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA) (b)(6); Thayer, Christopher D SES USN COMSC NORFOLK VA (USA) (b)(6); Morris, Michael C SES USN (USA) (b)(6); DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6)

**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)

**Subject:** RE: message to Masters

(b)(5)

VR,  
Steve

---

**From:** Taylor, John R (Jack) SES USN COMSC NORFOLK VA (USA) (b)(6)

**Sent:** Thursday, April 16, 2020 7:19 AM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6); Cade, Steven C SES USN (USA) (b)(6) Thayer,  
Christopher D SES USN COMSC NORFOLK VA (USA) (b)(6); Morris, Michael  
C SES USN (USA) (b)(6) DeMane, Mary Kathleen (Kate) SES USN COMSC  
NORFOLK VA (USA) (b)(6)  
**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6)

**Subject:** RE: message to Masters

(b)(5)



(b)(5)

---

**From:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Wednesday, April 15, 2020 5:46 PM

**To:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

Cade, Steven C SES USN (USA)

(b)(6)

; Thayer,

Christopher D SES USN COMSC NORFOLK VA (USA)

(b)(6)

; Taylor, John R

(Jack) SES USN COMSC NORFOLK VA (USA)

(b)(6)

Morris, Michael C SES USN (USA)

(b)(6)

**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA)

(b) (6)

**Subject:** RE: message to Masters

(b)(5)

(b)(5)

---

**From:** Wettlaufer, Michael A (Mike) RADM USN COMSC NORFOLK VA (USA)

(b)(6)

**Sent:** Wednesday, April 15, 2020 5:08 PM

**To:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)

(b)(6)

; Cade, Steven C SES USN (USA) (b)(6); Thayer, Christopher D SES USN COMSC NORFOLK VA (USA) (b)(6); Taylor, John R (Jack) SES USN COMSC NORFOLK VA (USA) (b)(6); Morris, Michael C SES USN (USA)

(b)(6)

**Cc:** Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)

**Subject:** message to Masters

Team,

Please take a look at the attached. I intend to send a short email acknowledging their efforts and need to stay the course.

VR

Wett

RADM Mike Wettlaufer

Commander, Military Sealift Command

(b)(6)

(b)(6)

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Van Leunen, Thomas P CIV USN COMSC NORFOLK VA \(USA\)](#); [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#)  
**Cc:** [REDACTED] (b)(6); [REDACTED] (b)(6)  
**Subject:** RE: MSC Mariner Health Protection Briefing Card - 21 Apr  
**Date:** Tuesday, April 21, 2020 5:23:00 PM

---

+ N1

---

**From:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) [REDACTED] (b)(6)  
**Sent:** Tuesday, April 21, 2020 5:20 PM  
**To:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)  
[REDACTED] (b)(6); Cade, Steven C SES USN (USA) [REDACTED] (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA) [REDACTED] (b)(6)  
**Cc:** [REDACTED] (b)(6)  
[REDACTED]  
[REDACTED]  
**Subject:** RE: MSC Mariner Health Protection Briefing Card - 21 Apr

Concur. We never do anything directly with LER. It's always through N1 & N00L. VR Tom

---

**From:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)  
[REDACTED] (b)(6)  
**Sent:** Tuesday, April 21, 2020 5:14 PM  
**To:** Cade, Steven C SES USN (USA) [REDACTED] (b)(6); Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) [REDACTED] (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA)  
[REDACTED] (b)(6)  
**Cc:** [REDACTED] (b)(6); [REDACTED] (b)(6)  
[REDACTED] (b)(6)  
**Subject:** RE: MSC Mariner Health Protection Briefing Card - 21 Apr

Tom,

[REDACTED] (b)(5), (b)(6)

Thanks,

Kate

---

**From:** Cade, Steven C SES USN (USA) [REDACTED] (b)(6)  
**Sent:** Tuesday, April 21, 2020 4:42 PM  
**To:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) [REDACTED] (b)(6); Lynch,

Hans E CAPT USN DCNO N9 (USA) (b) (6); DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6)

Cc: (b) (6)

**Subject:** RE: MSC Mariner Health Protection Briefing Card - 21 Apr

(b)(5)

---

**From:** Cade, Steven C SES USN (USA)

**Sent:** Tuesday, April 21, 2020 4:31 PM

**To:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6)

Cc: (b) (6)

**Subject:** RE: MSC Mariner Health Protection Briefing Card - 21 Apr

(b)(5)

---

**From:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) (b)(6)

**Sent:** Tuesday, April 21, 2020 2:54 PM

**To:** Cade, Steven C SES USN (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6)

Cc: (b) (6)

**Subject:** FW: MSC Mariner Health Protection Briefing Card - 21 Apr

ED/COS,

Attachment is a Navy Briefing Card we put updated in anticipation of Congressional RFIs following the union letter to the SASC/HASC. Draft is attached for your chop. Has been chopped by NOOL and N1. The response to RFIs is 15 May, but I'll be using some of these in the boss' interview Friday with Megan Eckstein from USNI.

VR Tom

---

**From:** (b)(6)  
**Sent:** Tuesday, April 21, 2020 9:56 AM  
**To:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) (b)(6)  
**Cc:** (b)(6)  
**Subject:** MSC Mariner Health Protection Briefing Card - 21 Apr

Tom,  
NOOL's changes incorporated in attached updated briefing card.

v/r

(b)(6)

(b)(6)  
Deputy Director  
Congressional and Public Affairs  
Military Sealift Command  
Bldg SP-48, 471 East C Street  
Norfolk, VA 23511

Comm: (b)(6); DSN (b)(6)

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<http://www.twitter.com/MSCsealift>  
<http://MSCSealift.dodlive.mil>

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); [Van Leunen, Thomas P CIV USN COMSC NORFOLK VA \(USA\)](#); [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#)  
**Cc:** [REDACTED] (b) (6)  
**Subject:** RE: MSC Mariner Health Protection Briefing Card - 21 Apr  
**Date:** Tuesday, April 21, 2020 5:26:00 PM

---

[REDACTED] (b) (5)

---

**From:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)

[REDACTED] (b) (6)

**Sent:** Tuesday, April 21, 2020 5:14 PM

**To:** Cade, Steven C SES USN (USA) [REDACTED] (b) (6); Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) [REDACTED] (b) (6); Lynch, Hans E CAPT USN DCNO N9 (USA)

[REDACTED] (b) (6)

**Cc:** [REDACTED] (b) (6)

**Subject:** RE: MSC Mariner Health Protection Briefing Card - 21 Apr

Tom,

[REDACTED] (b) (5), (b) (6)

Thanks,

Kate

---

**From:** Cade, Steven C SES USN (USA) [REDACTED] (b) (6)

**Sent:** Tuesday, April 21, 2020 4:42 PM

**To:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) [REDACTED] (b) (6); Lynch, Hans E CAPT USN DCNO N9 (USA) [REDACTED] (b) (6); DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) [REDACTED] (b) (6)

**Cc:** [REDACTED] (b) (6)

**Subject:** RE: MSC Mariner Health Protection Briefing Card - 21 Apr

[REDACTED] (b) (5)

(b) (5)

---

**From:** Cade, Steven C SES USN (USA)  
**Sent:** Tuesday, April 21, 2020 4:31 PM  
**To:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) (b) (6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6)  
**Cc:** (b) (6)  
(b) (6)  
(b) (6)  
**Subject:** RE: MSC Mariner Health Protection Briefing Card - 21 Apr

(b) (5)

---

**From:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA) (b) (6)  
**Sent:** Tuesday, April 21, 2020 2:54 PM  
**To:** Cade, Steven C SES USN (USA) (b) (6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6)  
**Cc:** (b) (6)  
(b) (6)  
(b) (6)  
**Subject:** FW: MSC Mariner Health Protection Briefing Card - 21 Apr

ED/COS,

Attachment is a Navy Briefing Card we put updated in anticipation of Congressional RFIs following the union letter to the SASC/HASC. Draft is attached for your chop. Has been chopped by NOOL and N1. The response to RFIs is 15 May, but I'll be using some of these in the boss' interview Friday with Megan Eckstein from USNI.

VR Tom

---

**From:** (b) (6)  
**Sent:** Tuesday, April 21, 2020 9:56 AM

**To:** Van Leunen, Thomas P CIV USN COMSC NORFOLK VA (USA)

(b) (6)

**Cc:** (b) (6)

**Subject:** MSC Mariner Health Protection Briefing Card - 21 Apr

Tom,

N00L's changes incorporated in attached updated briefing card.

v/r

(b)  
)

(b) (6)

Deputy Director

Congressional and Public Affairs

Military Sealift Command

Bldg SP-48, 471 East C Street

Norfolk, VA 23511

Comm: (b) (6); DSN (b) (6)

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<http://MSCSealift.dodlive.mil>



**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Morris, Michael C SES USN \(USA\)](#)  
**Cc:** [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#)  
**Subject:** RE: PENALTY PAY THAT MARITIME UNIONS ARE REQUESTING - GANGWAY UP  
**Date:** Tuesday, April 21, 2020 3:15:00 PM

---

(b)(5)

---

**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Tuesday, April 21, 2020 2:36 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Cc:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6)  
**Subject:** PENALTY PAY THAT MARITIME UNIONS ARE REQUESTING - GANGWAY UP

Steve,

(b) (5), (b) (6)

V/R, ---Mike M.

**From:** (b) (6)  
**To:** (b) (6)  
**Cc:** (b) (6)  
**Subject:** RE: RFI for COVID COMPLIANT TTPS  
**Date:** Thursday, April 9, 2020 3:46:23 AM  
**Attachments:** [Sanitization equipment Disinfecting liquid \(4.50 MB\).msg](#)

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(b)(6).

CENT's input on what we have been doing - most I have already shared with RADM Wettlaufer. All below has been shared with leadership in CENT who own ships (TF50, TF51/5, TF52, TF55).

In addition to the 15 days underway or waiver from FFO required, practices we are following from INREP to CONREP/VERTREP to the CSG, ARG and all other associated USS in theater:

#### GANGWAYS UP:

- No CIVMARS are allowed of the pier while ship is in port. Only mission essential for essential purposes are allowed and must remain in immediate vicinity of the ship. Examples of mission essential purposes include checking lines, affixing cargo for onload, meeting/screening potential techreps/etc. Policy has been in place since 18 March from a TF53 order to all ships under TF53 TACON incorporating CENTCOM and NAVCENT orders for ROM to include no liberty and no leave. RADM Wettlaufer's Gangways Up order came shortly after. USS LEWIS B. PULLER is only ship not under TF53 TACON yet is complying with the COMSC's Gangways Up order.
- Have executed port visits in Djibouti, Salalah Oman and Bahrain in which gangway was never lowered and the only person-to-person interaction was with the pilot.
- Pilots are screened using the MSC provided COVIR 19 screening questionnaire; are wearing either on arrival or provided by the ship, PPE up to face mask, gloves, goggles and tyvex suits. In lieu of no-touch thermometers, some CLF ships have taken engineering thermal imagers used to identify engine gas leaks and recalibrated for facial instantaneous temperature checks.
- Any other personnel moves onto ships (TechREps, ABS surveyors), must too follow the MSC questionnaire, be in PPE, and all other avenues for tech assist have been exhausted. Personnel (crew) swaps approved in advance with all appropriate ROM in place followed by 'clean' vehicle movement.

#### CARGO ONLOAD:

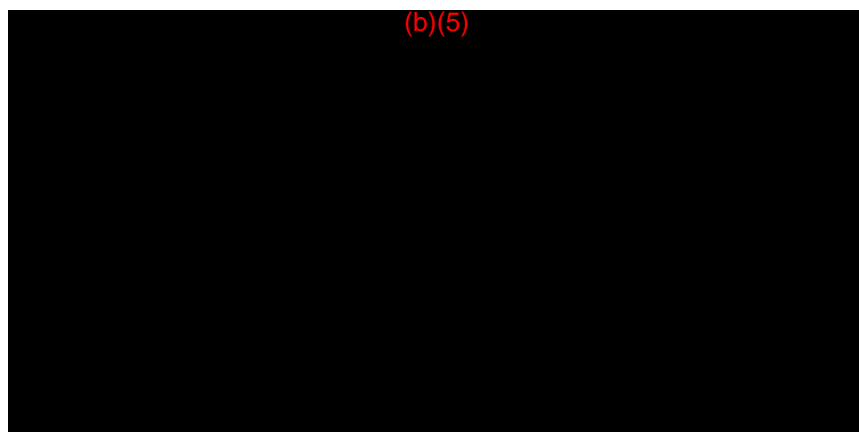
- Minimal to no CIVMAR on pier to assist. Have executed both cargo and fuel onload with no CIVMARS on the pier.
- CIVMARS wearing mask and latex gloves under cargo gloves.
- Minimal if any contact with the cargo once loaded - fork trucks used to move. Typical number of personnel involved with cargo onload is 4-6.
- Cargo left in open air, in some cases flight decks for maximum sun exposure, for as long as possible prior to movement to receiving ship.
- Color coded stickers, to identify recipient of cargo, applied via PPE gloved hands, in some cases after cargo has been onboard for a couple days and in open air/sunlight

- Freeze/chill moved immediately to freezers/chillers vice cargo netted upon onload, is now netted just prior to CON/VERTREP. Again, minimal physical contact with the cargo and movements done with mechanical handling equipment.

CONREP/VERTREP:

- Minimal personnel involved with physical touching of cargo
- PPE as needed worn by cargo handlers and rig personnel to include protective gloves under cargo gloves
- Cargo and nets have been in open air/sunlight for a couple days to help reduce risk of surface contamination if present

(b)(5)



Vr,

(b)(6)

(b) (6)

CAPT, USN

CTF53/COMLOGFORNAVCENT/COMSCCENT

PSC 851 Box 509; FPO AE 09834-2800

NIPR: (b)(6)

SIPR: (b)(6)

Office: (b)(6)

DSN: (b)(6)

SVOIP: (b)(6)

DMCC-S Vox: (b)(6)

Mobile: (b)(6) (b)(6)

-----Original Message-----

From: (b)(6)

(b)(6)

Sent: Thursday, April 9, 2020 12:15 AM

To (b)(6)

(b) (6)

Cc: (b) (6)

(b)(6) (b)(6)

Subject: RFI for COVID COMPLIANT TTPS

Commodores,

This is a reminder email that boss would like to discuss a COVID Compliant INREP loading process this week.

Request for defined TTPs to be pushed to MSC HQ so we may push out to other area commands.

Standing by to assist.

Very Respectfully,

(b)(6)

Flag Aide to RADM Mike Wettlaufer

Commander, Military Sealift Command

DSN: (b)(6)

Comm: (b)(6)

Cell: (b)(6)

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Morris, Michael C SES USN \(USA\)](#)  
**Cc:** [REDACTED] (b)(6)  
**Subject:** RE: Ship Safe CIVMAR's  
**Date:** Monday, April 6, 2020 10:11:00 AM

---

thanks

---

**From:** Morris, Michael C SES USN (USA) [REDACTED] (b)(6)  
**Sent:** Monday, April 6, 2020 9:51 AM  
**To:** Cade, Steven C SES USN (USA) [REDACTED] (b)(6)  
**Cc:** [REDACTED] (b)(6)  
**Subject:** FW: Ship Safe CIVMAR's

Done.

---

**From:** Morris, Michael C SES USN (USA)  
**Sent:** Monday, April 6, 2020 9:50 AM  
**To:** [REDACTED] (b)(6)  
**Subject:** RE: Ship Safe CIVMAR's

[REDACTED] (b)(6)

Thank you for your service with MSC and I appreciate your concern during this especially challenging time as we combat COVID-19.

Battling COVID-19 spread is challenging.

The CIVMARs who reported aboard LARAMIE or/about 28 March were screened in Norfolk for any symptoms and prior travel/risk prior to being sent to Jacksonville.

Some were screened out and not sent, based on their reasons. For example, we canceled plans to send any CIVMARs from San Diego to LARAMIE, to avoid the risk of COVID-19 exposure in commercial airports and commercial aircraft.

We also had those selected drive cars to Jacksonville, rather than flying by commercial air or traveling by commercial rail or bus to lower risk.

Screening results and travel plans for each individual CIVMAR proposed for assignment to LARAMIE were personally reviewed and approved by the MSC Commander, Admiral Wettlaufer.

The "gangway up" policy is also intended to reduce risk of COVID-19 infection.

Again, thank you for your service and concern for your ship, shipmates, and mission.

Sincerely,

---Mike Morris

Michael C. Morris  
Director, Total Force Management (N1)  
Military Sealift Command  
Norfolk, VA

---

**From:** [REDACTED] (b)(6)  
**Sent:** Tuesday, March 24, 2020 5:41 PM  
**To:** Cade, Steven C SES USN (USA) [REDACTED] (b)(6)  
**Subject:** Ship Safe CIVMAR's

Greetings Mr Cade,

I am assigned aboard USNS Laramie currently on deployment. Since we left Norfolk we have not been allowed liberty at any of the ship's port of call; just loading fuel and cargo for our customer ships. As one of the boots- on -deck CIVMAR I understand the need to quarantine and keep us away from the general population. My concern is that when CIVMARs report onboard (09 Mar) there really is no physical quarantine as they immediately mingle in with the rest of the crew to do their jobs. They get their temps taken daily for about 2 weeks. As we move thru this pandemic together I am concern that we will get more returning/reporting CIVMARs onboard this ship and we may not be so lucky this time just as this ship is readying to carry out a 4 month support mission south of here. Thank you for your time and letting me vent sir.

Respectfully,

[REDACTED] (b)(6)  
USNS Laramie T-AO-203

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Morris, Michael C SES USN \(USA\)](#)  
**Cc:** [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#)  
**Subject:** RE: STRATEGIC COMMS PROPOSAL  
**Date:** Friday, April 24, 2020 1:27:00 PM

---

Good, thanks. (b)(5)

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**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Friday, April 24, 2020 12:20 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Cc:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)  
**Subject:** RE: STRATEGIC COMMS PROPOSAL

(b)(5)

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**From:** Cade, Steven C SES USN (USA) (b)(6)  
**Sent:** Friday, April 24, 2020 7:49 AM  
**To:** Morris, Michael C SES USN (USA) (b)(6)  
**Cc:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)  
**Subject:** RE: STRATEGIC COMMS PROPOSAL

(b)(5)

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**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Thursday, April 23, 2020 8:10 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Cc:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)  
**Subject:** STRATEGIC COMMS PROPOSAL

Steve,

(b)(5)

(b) (5)



V/R, ---Mike M.



**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Morris, Michael C SES USN \(USA\)](#)  
**Cc:** [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#)  
**Subject:** RE: STRATEGIC COMMS PROPOSAL  
**Date:** Friday, April 24, 2020 7:48:00 AM

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(b)(5)



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**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Thursday, April 23, 2020 8:10 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Cc:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)  
(b)(6); Lynch, Hans E CAPT USN DCNO N9 (USA) (b)(6)  
**Subject:** STRATEGIC COMMS PROPOSAL

Steve,

(b) (5)



(b) (5)

V/R, ---Mike M.

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Morris, Michael C SES USN \(USA\)](#)  
**Subject:** RE: UNION DESIRE FOR MSC BRIEFING ON COVID-19  
**Date:** Wednesday, March 25, 2020 5:40:00 PM

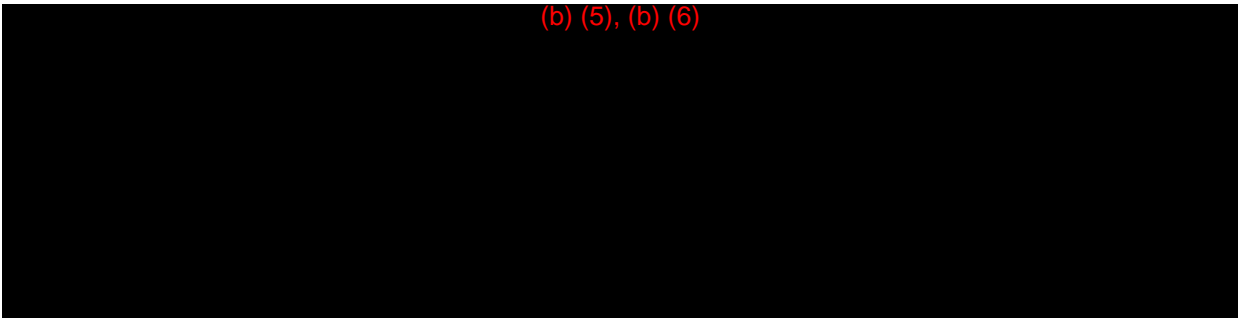
---

Thank you

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**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Wednesday, March 25, 2020 5:29 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** RE: UNION DESIRE FOR MSC BRIEFING ON COVID-19

(b) (5), (b) (6)



V/R, ---Mike M.

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**From:** Cade, Steven C SES USN (USA) (b)(6)  
**Sent:** Wednesday, March 25, 2020 4:50 PM  
**To:** Morris, Michael C SES USN (USA) (b)(6)  
**Subject:** RE: UNION DESIRE FOR MSC BRIEFING ON COVID-19

(b)(5)



VR,  
Steve

---

**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Wednesday, March 25, 2020 4:03 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** FW: UNION DESIRE FOR MSC BRIEFING ON COVID-19

(b)(5)



(b) (5)

V/R, ---Mike M.

**From:** Morris, Michael C SES USN (USA)

**Sent:** Wednesday, March 25, 2020 3:54 PM

**To:** (b)(6)

(b)(6)

(b)(6)

**Subject:** UNION DESIRE FOR MSC BRIEFING ON COVID-19

(b)(6) o (b)(6)

(b)(5)

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(b)(6)

(b)(6) (MEBA)

(b)(6) (MMP)

(b)(6) (SIU)

(b)(6)

(b)(6) or (b)(6) from N6

(b)(5)

(b)(5)



R, ---Mike M.

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Morris, Michael C SES USN \(USA\)](#)  
**Subject:** RE: UNION DESIRE FOR MSC BRIEFING ON COVID-19  
**Date:** Wednesday, March 25, 2020 4:51:00 PM

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(b) (5)

thanks

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**From:** Cade, Steven C SES USN (USA)  
**Sent:** Wednesday, March 25, 2020 4:50 PM  
**To:** Morris, Michael C SES USN (USA) (b)(6)  
**Subject:** RE: UNION DESIRE FOR MSC BRIEFING ON COVID-19 (b)(5)

VR,  
Steve

---

**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Wednesday, March 25, 2020 4:03 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Subject:** FW: UNION DESIRE FOR MSC BRIEFING ON COVID-19

(b) (5)

V/R, ---Mike M.

---

**From:** Morris, Michael C SES USN (USA)  
**Sent:** Wednesday, March 25, 2020 3:54 PM

**To:** (b)(6)  
(b)(6)  
(b)(6)

**Subject:** UNION DESIRE FOR MSC BRIEFING ON COVID-19

(b)(6) or (b)(6)

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(b)(6)

(b)(5)

(b)(6)

(b)(5)

(b)(6)

(b)(6)

(b)(6)

(b)(6) (MEBA)

(b)(6) (MMP)

(b)(6) (SIU)

(b)(6)

(b)(6) or (b)(6) from N6

(b)(5)

(b)(5)



R, ---Mike M.



**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [Lynch, Hans E CAPT USN DCNO N9 \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#)  
**Subject:** RE: Urgent Union Issue  
**Date:** Thursday, April 30, 2020 9:32:00 AM

---

Thanks Mike for info.

(b) (5)

-----Original Message-----

From: Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6)  
Sent: Thursday, April 30, 2020 8:30 AM  
To: Morris, Michael C SES USN (USA) (b)(6) Cade,  
Steven C SES USN (USA) (b)(6)  
Subject: RE: Urgent Union Issue

Mr. Morris,

Sir, thank you for the SA.

V/R,

Hans E. Lynch  
CAPT USN  
Military Sealift Command  
Chief of Staff

(b)(6) (office)  
(b)(6) (cell)

-----Original Message-----

From: Morris, Michael C SES USN (USA) (b)(6)  
Sent: Thursday, April 30, 2020 8:11 AM  
To: Lynch, Hans E CAPT USN DCNO N9 (USA) (b) (6); Cade, Steven  
C SES USN (USA) (b)(6)  
Subject: FW: Urgent Union Issue

(b)(5)

-----Original Message-----

From: Morris, Michael C SES USN (USA)  
Sent: Thursday, April 30, 2020 7:58 AM  
To: DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)

(b)(6) ; (b)(6)  
(b)(6) (b)(6)

(b)(6)

Subject: FW: Urgent Union Issue

(b) (5), (b) (6)

--Mike M.

-----Original Message-----

From: (b)(6)

Sent: Thursday, April 30, 2020 6:09 AM

To: (b)(6)

Cc: Morris, Michael C SES USN (USA) (b)(6) ; (b)(6)

(b)(6)

(b)(6)

DeMane, Mary Kathleen

(Kate) SES USN COMSC NORFOLK VA (USA)

(b)(6)

Subject: RE: Urgent Union Issue

(b)(6)

(b)(5)

 $V/R,$ 

(b)(6)

(b)(6)

Maritime Law Counsel  
Military Sealift Command

Direct: (b)(6)

Cell: (b)(6)

(b)(6)

(b)(6)

-----Original Message-----

From: [REDACTED] (b)(6)

Sent: Thursday, April 30, 2020 1:24 AM

To: [REDACTED] (b)(6)

(b)(6)

(b)(6)

; Morris, Michael C SES USN (USA)

(b)(6)

(b)(6)

(b)(6)

(b)(6)

DeMane, Mary Kathleen (Kate) SES USN COMSC

NORFOLK VA (USA)

(b)(6)

(b)(6)

Subject: Urgent Union Issue

ATTORNEY CLIENT PRIVILEGE/ATTORNEY WORK PRODUCT

All,

(b)(5)

(b)(5)  
[Redacted]  
[Redacted]  
[Redacted]

R (b)(6)

(b)(6)

Counsel, Military Sealift Command Far East

Office (b)(6)

DSN (b)(6) <tel (b)(6) >

Mobile (b)(6)

NIPR: (b)(6) >

SIPR: (b)(6) >

From: (b)(6)  
(b)(6)  
>

Date: Thursday, 30 Apr 2020, 12:14 PM

To: (b)(6)  
(b)(6)  
(b)(6)

Subject: FW: [Non-DoD Source] FW: Employer Response Information Request re: CIVMARS Liberty Restriction

Good afternoon Sir

Got the below email and attachments from the UNION reps this afternoon. The attachments are MSC LER in Norfolk responding to UNION requests about the "Gangway up" order. (b) (5)

[Redacted]

[Redacted]

[Redacted]

Any assistance that can be provided is most appreciated.

Thank you

**From:** [Cade, Steven C SES USN \(USA\)](#)  
**To:** [DeMane, Mary Kathleen \(Kate\) SES USN COMSC NORFOLK VA \(USA\)](#); [Morris, Michael C SES USN \(USA\)](#) (b)(6)  
**Subject:** (b)(6) SENSITIVE \*\*\*\* DO NOT FORWARD \*\*\*\* WED., APRIL 1ST PHONCON REQUEST FROM SIU VP (b)(6)  
**Date:** Wednesday, April 1, 2020 2:28:00 PM

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(b)(5)

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**From:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA)  
(b)(6)  
**Sent:** Wednesday, April 1, 2020 12:40 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6); Morris, Michael C SES USN (USA)  
(b)(6)  
**Subject:** RE: \*\*\*\* SENSITIVE \*\*\*\* DO NOT FORWARD \*\*\*\* WED., APRIL 1ST PHONCON REQUEST FROM SIU VP (b)(6)

Steve,

(b)(5)

V/R,

Kate

---

**From:** Cade, Steven C SES USN (USA) (b)(6)  
**Sent:** Wednesday, April 1, 2020 12:29 PM  
**To:** Morris, Michael C SES USN (USA) (b)(6)  
**Cc:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6)  
**Subject:** RE: \*\*\*\* SENSITIVE \*\*\*\* DO NOT FORWARD \*\*\*\* WED., APRIL 1ST PHONCON REQUEST FROM SIU VP (b)(6)

Mike, thanks, this is helpful.

(b)(5)

---

**From:** Morris, Michael C SES USN (USA) (b)(6)  
**Sent:** Tuesday, March 31, 2020 7:28 PM  
**To:** Cade, Steven C SES USN (USA) (b)(6)  
**Cc:** DeMane, Mary Kathleen (Kate) SES USN COMSC NORFOLK VA (USA) (b)(6)  
**Subject:** \*\*\*\* SENSITIVE \*\*\*\* DO NOT FORWARD \*\*\*\* WED., APRIL 1ST PHONCON REQUEST FROM SIU VP (b)(6)

Steve,

(b) (5), (b) (6)



(b) (5)

V/R, ---Mike M.

---

**From:** Morris, Michael C SES USN (USA)

**Sent:** Wednesday, March 25, 2020 3:54 PM

**To:** (b)(6)  
(b)(6)

**Subject:** UNION DESIRE FOR MSC BRIEFING ON COVID-19

(b)(6) or (b)(6)

(b)(5)

(b)(5)

(b)(5)

(b)(6) (b)(5)

(b)(6) (b)(5)

(b)(6)

(b)(6)

(b)(6)

(b)(6) (MEBA)

(b)(6) (MMP)

(b)(6) (SIU)

(b)(6)

(b)(6) or (b)(6) . from N6

(b)(5)



(b)(5)



R, ---Mike M.